

ALL HANDS

MAGAZINE OF THE U.S. NAVY

- Midwest grows Navy's future
- Survival – Navy style
- Fly the friendly skies of *Orion*

JULY
1994



Army Rangers Gung-ho
on *George Washington*



Members of USS *America*'s (CV 66) catapult three crew "button the cat" – tighten the catapult track – to prevent the catapult shuttle from moving forward during aircraft recoveries. Photo by PH3 Michael A. McKinley.



Watch to Watch

What's life like patrolling the Windward Passage off the coast of Haiti? *All Hands* takes a look at one 24-hour period on board USS *Spruance* (DD 963) to get a glimpse of how our Navy is helping enforce United Nation's sanctions through maritime interception operations. See Page 4.



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On the Covers

Front cover: Army PFC Abraham D. Chira of the 2nd Ranger Bn., Ft. Lewis, Wash., prepares for his mission to begin on board USS *George Washington* (CVN 73) during a recent *FLEETEX*. Photo by PHAN Steven S. Miller.

Back cover: MM3 Anthony J. Morera, of Boise, Idaho, is responsible for the lube-oil systems on USS *Kalamazoo's* (AOR 6) main engines as he stands the lower-level engineering watch. Photo by JO2 Kevin R. Stephens.

Charthouse

CAREER

Overseas sea tours lengthened for first-termers

To support professional development, unit cohesion and training, first-term sailors reporting overseas to sea duty after Nov. 12, 1993, now have three-year tours vice two-year tours.

Personnel assigned to sea duty in locations where DoD area tours are prescribed are the only exception. The longer tour allows sailors time to complete training programs, support their own professional development and qualify on watch stations.

After the completion of the first two years, personnel become eligible for the Overseas Extension Incentive Program (OEIP) which includes monthly pay bonus, permissive leave or funded travel to the United States.

More information is available from command career counselors or from detailers.

LDO and CWO opportunities available for senior enlisted

Opportunities to obtain a commission for top-performing first class, chief, senior chief and master chief petty officers continue to be excellent through the Limited Duty Officer (LDO) and Chief Warrant Officer (CWO) Programs.

The FY95 selection board selected 446 senior enlisted personnel for the two programs, and despite downsizing, the number is expected to increase in FY96.

The LDO and CWO programs provide the Navy with officer technical managers and specialists who exer-

cise leadership in key positions throughout the service. LDOs and CWOs make up more than 10 percent of the Navy's officer corps.

Applications for the FY96 program are due to Bureau of Naval Personnel (Pers-251) by Aug. 1, under a new BuPers Instruction 1131.1 dated Aug. 10, 1993. This is a new deadline date.

More information is available from NavAdmin 057/94.

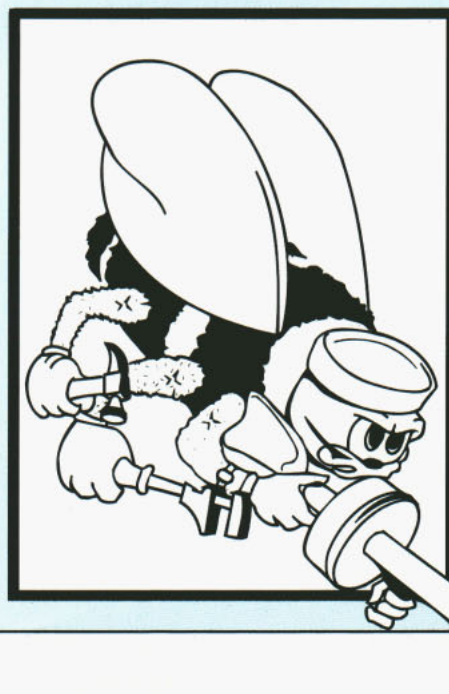
Seabees change duty rotations to sea-shore

Based on the anticipated assignment of women to units of the Naval Construction Force, Seabee duty rotation is now sea-shore rotation.

The change replaces out-of-continental U.S. (OCONUS) — continental United States (CONUS) rotation and potentially opens 4,000 sea-duty billets to women.

Personnel reporting to Type 6 (formerly OCONUS) commands on or after June 1 will receive neutral-tour credit. Personnel who reported prior to June 1 will receive sea-duty credit.

More information is available in



NavAdmin 046/94, or from enlisted community managers (Pers-22R) at DSN 224-6645.

PERSONNEL

Sailors from decommissioning units offered exit programs

Second class petty officers and above in select ratings, attached to decommissioning or disestablishing units in FY94 or FY95, are eligible for voluntary separation programs.

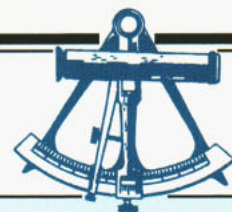
The programs, Voluntary Separation Incentive (VSI), Special Separation Benefit (SSB) and Temporary Early Retirement Authority (TERA), are targeted to units decommissioning or disestablishing in FY94 or 95. The programs are being selectively targeted to enlisted members, including Training, Administration of Reserves (TARS), to maintain Navy readiness and ease personnel shortfalls in the fleet.

Separation requests and fleet transfer dates must be prior to and within six months of the unit's decommissioning or inactivation date. More information is available in NavAdmin 049/94 or from command career counselors.

Navy Leadership Education and Training program enhanced

The Navy recently approved the development and funding of a Navy Leadership Education and Training Continuum that will provide sailors with a systematic program of leadership training throughout their careers.

The continuum is designed to provide formal, consistent and pro-



gressive training to all Navy members at key points in their careers. Its goal is to prepare Navy leaders for the future by making leadership training a continuous process.

Initially, the Navy will develop a standardized leadership course to be taught at a single site for prospective commanding officers of all designators. The Senior Enlisted Academy, meanwhile, will focus on training command master chiefs and chiefs of the boat. These efforts are scheduled to be in place by the fourth quarter of FY95.

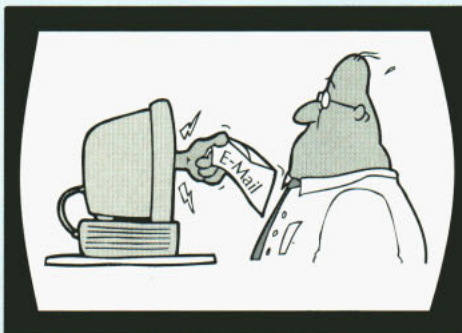
During the next five years, department head and division officer courses will be developed and incorporated into existing technical pipelines. Courses geared specifically toward the E-5 through E-8 levels will be taught in areas of heavy fleet concentration. Once the continuum is fully implemented, attendance will be mandatory for all E-5 through E-8 personnel.

Navy Public Affairs Library available electronically

Looking for electronic information? The Navy has made it onto the information superhighway with the Navy Public Affairs Library (NavPALib), the Internet counterpart of the Navy Leadership Policy Bulletin Board (NLPBB).

NavPALib contains a wide variety of general-interest, Navy-related materials, including Navy news, speeches, Congressional testimony, and much more. It is accessible on the Internet through several popular Internet interfaces, including World Wide Web and anonymous File Transfer Protocol.

Complete details and examples for accessing NavPALib are contained in a fact sheet available on request by sending E-mail to navpalib@opnav-



emh.navy.mil. If you do not have Internet access, the dial-up bulletin board (NLPBB) can be accessed by setting your modem to eight data bits, no parity, one stop bit, speed from 2400B to 14.4KB, and dialing DSN 225-6198, commercial (703) 695-6198, or (800) 582-2355. Problems or questions can be directed toward LT Britton at DSN 225-1888 or (703) 695-1888.

MONEY

The taxman delayeth

An automatic extension of time to file 1993 income tax returns is available for members serving in either Somalia or the former Yugoslavia. The purpose of this extension is to ensure that members serving in either of these operations are not assessed the failure to file or failure to pay penalties.

The Internal Revenue Service (IRS) will grant this extension until Oct. 15, 1994, for any member departing the defined areas on or after March 15, 1994.

To be credited with this extension, service members must write at the top of their tax form, either "Somalia" or "Former Yugoslavia." Procedures are being issued to all IRS centers that provide instructions on the proper processing of military returns containing this notation.

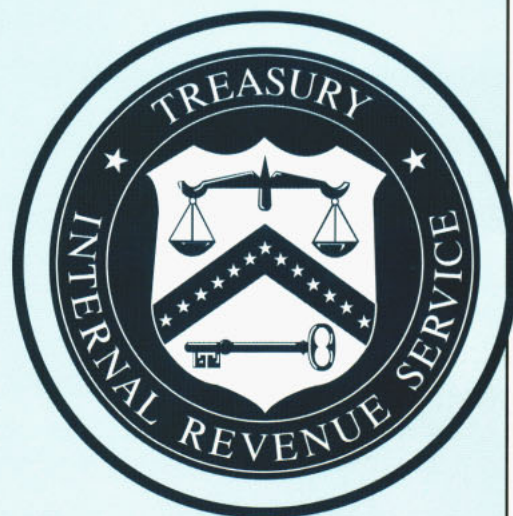
The only area where there is no administrative leeway is interest charges. Any member owing tax and filing after Apr. 15, 1994, will be assessed an interest charge.

Tax code change affects service members

A recent change to the tax codes makes income from Temporary Additional Duty (TAD)/ Temporary Duty (TDY) assignments of a year or more in duration, taxable income.

IRS Code, Title 26 U.S. Code, section 126(A) considers a year or more of TAD/TDY at a single location to be permanent in nature. Any reimbursement received by the service member, including per diem and travel payments, is taxable income and must be included in the service members' gross income. The change affects all travel of this nature after Dec. 31, 1992.

More information can be found in NavAdmin 039/94.



Watch to Watch



24 hours off the coast of Haiti

By JO2(AW) Laurie Butler

Photos by JO1 Steve Orr and JO2(AW) Laurie Butler

It's midnight off the Haitian coast. USS *Spruance* (DD 963) slowly churns her way through the Windward Passage, just as she has since Feb. 8, when she left her Mayport, Fla., homeport to join the multi-national task force supporting Operation *Support Democracy*. The operation involves United Nations sanctions against the delivery of weapons and petroleum products to Haiti.

Onboard, the watch section is in full swing, while other sailors get a few hours sleep before they begin the sometimes tedious, sometimes exciting, but always long day ahead.

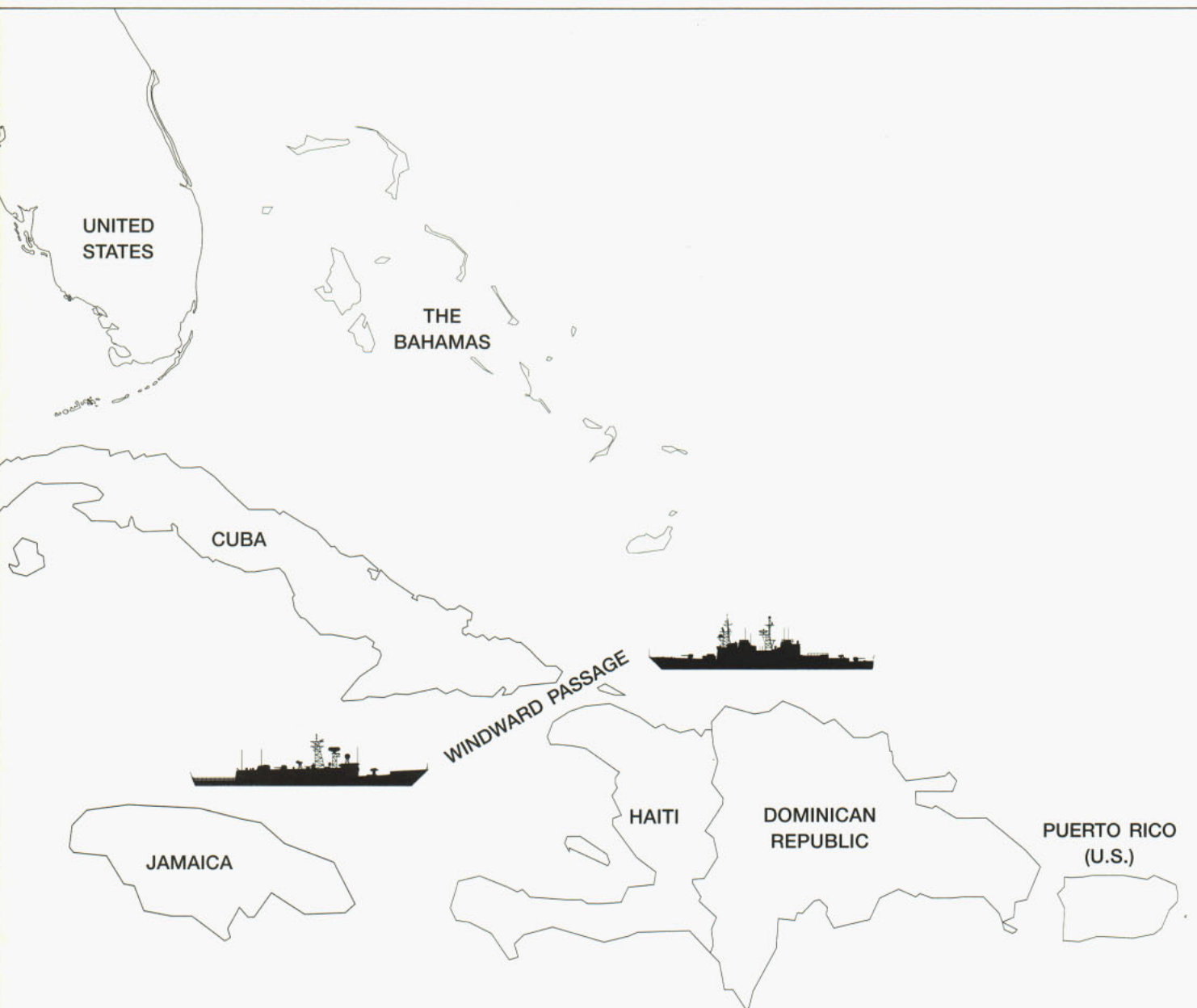
The day will be busy. Besides the normal routine, there are watches to be stood, an underway replenishment with USNS *Big Horn* (T-AO 198) and a boarding of the *Fortuna II*, a commercial Panamanian-flagged bulk carrier.

This will be the eighth boarding for

Spruance's crew and the 458th boarding since the maritime interception operation (MIO) began last October. The task force, under the command of Commander, Canadian Destroyer Squadron 1, Canadian navy Capt. Arthur Vey, is comprised of U.S. Navy and Coast Guard ships and vessels from the navies of Canada, Great Britain, Argentina, France and the Netherlands — all working in tandem to support the U.N., in an effort to impose economic pressure against the Haitian military regime.

In the next few pages, you will meet three *Spruance* sailors — from different backgrounds and job descriptions, working together with other shipmates to help make their ship's role in the operation a success. ‡

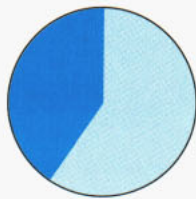
Butler is a photojournalist for All Hands and Orr is a Norfolk-based photojournalist for All Hands.



**Units supporting Operation *Support Democracy*
March 6-8, 1994, include:**

USS *Gallery* (FFG 26), USS *Spruance* (DD 963), USS *Antrim* (FFG 20), USS *Aubrey Fitch* (FFG 34), USNS *Big Horn* (T-AO 198), Fleet Composite Squadron 8, the Argentine frigate ARA *Granville* (F 33) the Canadian destroyer HMCS *Fraser* (DDH 233) and the French frigate FS *Ventose* (F 733). Ships and task force commanders are assigned to the region on a rotating basis. (Map not to scale.)

OPERATIONS

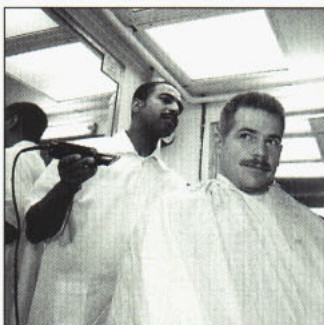


0800-1200



GSM1(SW) Ervin Scott inspects an engine chamber with a bore scope. The Fort Deposit, Ala., native has been up since 1 a.m., and figures he will get off work about 10 p.m., "If I'm lucky."

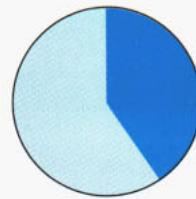
"I like it short on the sides and back," FC3 Richard Burns tells SH2 Howard Thompson. "But leave the top alone," adds Burns, who is worried about his "thinning hairline." Burns' day will begin a little later than most onboard. The Spring Hill, Fla., native has been taken off the watchbill to compensate for the long and physically demanding hours he will experience as a member of the ship's boarding party.



SN Keith Arnold begins PMS on a padeye. Arnold, who joined the Navy about a year ago, is striking for the boatswain's mate rate. He was scheduled to take the



Photo by JO1 Steve Orr advancement exam several days prior, but the night before the test, *Spruance* received a mayday call from the crew of a 30-foot sailboat. Arnold and three other crew members took control of the distressed vessel and sailed it to Naval Station Guantanamo Bay, Cuba. He will take the late exam.



1200-1600

Scott discusses a drain problem with GSMC David Robinson, M-division's LCPO. Scott was recently selected as *Spruance's* sailor of the year. Scott is qualified as Engineering Officer of the Watch, Engineering Duty Officer and serves as leading petty officer of the auxiliaries division.



Photo by JO1 Steve Orr

At about 2:30 p.m., the boarding party is told to muster on the fantail to prepare for a boarding. The team size varies between 12 to 14 people. Decked out in Kevlar



Photo by JO1 Steve Orr

vests and pistols, the boarding party is transported to the freighter in a rigid hull inflatable boat. From there, it can get challenging as the team will board the freighter via the pilot's ladder — sometimes 60 feet long. "The key," said Burns with a grin, "is not to fall off."

At 23 years old, Arnold drives the ship while in training to stand Boatswain's Mate of the Watch under the watchful eye of BM3 Brian Goss. The Wakefield, R.I., native says he is doing things that his friends back home can't even imagine. But Arnold shrugs it off as routine, "It's a job and I'm doing what I'm supposed to do."

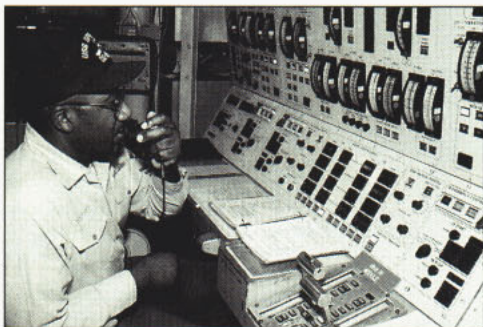




1600-2000

Scott takes a familiar position in the ship's central control station (CCS), monitoring the main engines, pumps and other support equipment for the ship's propulsion

Photo by JO1 Steve Orr



system. He will spend most of his time locked away in the ship's interior. "Since I've been onboard, I've never seen an UnRep or us pulling in or out of port. I'm always in CCS. But one day," he said, "I'll see it — I hope." Scott will have little time to fulfill his wish. He just received orders to NAS Cecil Field, Fla.

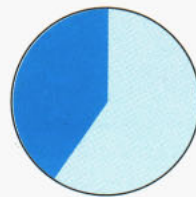
While onboard the commercial vessel *Fortuna II*, Burns is assigned to the sweep team tasked with inspecting the ship's berthing and work spaces. Escorted by a member of the ship's crew, Burns and his partner will alternate between entering the spaces and covering their shipmate's back. Burns admits the job can be dangerous, but he worries more for his wife back home than for himself. He and wife Michelle are expecting their first child in August.



Arnold and his divisional shipmates, SN Zac Johnson (left) and SN James Barrett, hold clean-up on the weather deck prior to their rendezvous with USNS *Big Horn* (T-AO 198). Arnold will be assigned to the fo'c'sle line handling team during the UnRep.



Photo by JO1 Steve Orr



2000-2400

The UnRep finds Scott on duty in engineering, where he is responsible for visually inspecting the fuel and oil samples.

"Watches down here are varied," said Scott. "When

things are busy, the time can really fly. But when there's nothing going on, the late watches can be killers."



Photo by JO1 Steve Orr



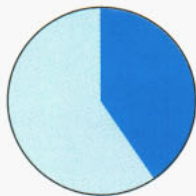
Photo by JO1 Steve Orr

Burns unwinds with his shipmates by playing a quick game of cards.

Arnold's day will soon come to an end. But first he will play the role of signalman during the UnRep. "I've got one of the easiest jobs," he said. "The only time I'm actually doing any work is when we send the line over or bring it back. I don't feel guilty," he added pointing to his shipmates who are manning the lines. "I had to do that for a year before I qualified for this job."



OPERATIONS



0000-0400

Scott finds a few peaceful minutes reading a book about Tina Turner before getting some sleep. His watch will resume at 2 a.m. When he's not working, you will find Scott studying, reading, sleeping or writing to his wife and three children back in Jacksonville.

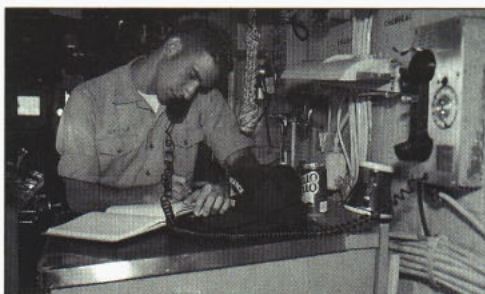


Photo by JO1 Steve Orr

After a hard day, Burns finds time to work-out for a couple of hours with fellow boarding team member FC3 Marc Accardi. "I like to work out every day, but my schedule doesn't always allow it," Burns said. "I will get down here at least every other day. Even if it's midnight, I've got to do it."



Arnold reports to the bridge for duty. When he's not on duty, you will find Arnold in 1st Division doing PMS. "The MIO really doesn't affect my day-to-day routine," said Arnold. "I'd be doing the same job here, whether or not we were part of the operation."



0400-0800



Scott gets a rare glimpse of the outdoors during morning muster. As LPO, Scott must ensure everyone from his department makes it to quarters. Scott, who joined the Navy in 1978, has served aboard five ships, including *Spruance*.

After his morning muster, Burns will begin his day performing PMS on a scuttle. After that, it's off to the *Tomahawk* Computer Room for more planned maintenance. PMS will occupy 40 to 50 percent of his duty hours.



Arnold stops at the chow line to get a quick bite before retiring for a well-deserved rest. After a quick rest, he will begin the cycle again. Arnold says the best part about ship life is the friends he's made and the port calls. Since reporting to *Spruance*, Arnold has visited France, Spain, Egypt and Jamaica.





Surviving with honor

SERE takes students to limit

Story and photos by
PHC(AW) Joseph Dorey

To many sailors, the Code of Conduct is just a set of phrases plastered on a wall in bootcamp, probably written for somebody else. Most of it will be forgotten soon after graduation. But if you ever find yourself as a prisoner of war, that set of phrases could mean the difference between surviving with honor or not.

High in the mountains of Maine, a few hours drive from Naval Air Station Brunswick, sailors and Marines get a chance to examine the Code of Conduct and themselves. The Survival, Evasion, Resistance and Escape (SERE) course tests students in a unique environment.

OPERATIONS

The students begin the class by learning to survive in the wilderness and eventually find themselves in a mock POW camp. Along the way they learn to evade and resist an enemy.

"We take people out and show them they're capable of more than they think they're capable of," said Aviation Machinist's Mate 1st Class (AW) Ron Kirby, a SERE instructor assigned to the Fleet Aviation Specialized Operational (FASO) Training Group at Brunswick.

"The goal of the school is for them to walk away with a knowledge of the Code of Conduct and have the tools and techniques they need to survive," Kirby said.

During the survival and evasion phase of the course, students are taught to live off the land and avoid being captured. They learn which plants are edible, how to trap animals, where to build shelters and who they should and should not trust when traveling in unfamiliar territory.

"What we try to do in the field [phase] is slowly work the students into the problem," Kirby said. "They're isolated — in the middle of nowhere. We teach them about immediate survival, the very basic things. Our ideology is, if we do our job well enough, they may never need to use their resistance tools."

Resisting exploitation by a captor is key to surviving honorably as a POW and is required by the Code of Conduct.

"What we're teaching students is that you can't stop what's going to happen to you [after capture], said LCDR (Dr.) Joseph M. Govia, a clinical psychologist assigned to FASO. "But what you can do is slow the process down. You can detour them."

"Coming to this school really reminds students that [being in the military] is not always fun," Govia added. "It brings a side of reality to folks. There is no other way they'll get it — short of actually being captured."

◀ **Walking on "webs" is an ancient form of snow travel and allows these SERE students to cross over 3-foot deep snow banks.**



▲ **The students prepare to break camp after spending a cold night in a lean-to shelter.**

➤ **LTJG John Turnipseed sets his team's course bearing from a wrist compass.**

"There is life after [being a] POW, as long as you survive with honor."

— Robert Fant, former POW

After attending SERE school at Brunswick in 1966, retired CDR Robert Fant was far better prepared to spend almost five years as a POW in North Vietnam.

"The most important thing I learned about myself at SERE school was what my capabilities were," said Fant, who



was a lieutenant junior grade radar intercept officer in an F-4 jet when he was shot down. "I gained some confidence in myself at SERE school and I learned a lot about the potential an enemy had to exploit an individual."

Fant, a training specialist at FASO,



7

ENEMIES OF SURVIVAL

"Be Prepared To Face These Hostile Factors"

1. **BOREDOM** and loneliness from isolation lead to loss of self esteem - must keep busy.
2. **PAIN** from illness or injury creates frustration - must be dealt with immediately unless in danger of capture.
3. **TEMPERATURE**, extremes of heat and cold, cause physical and mental depression - find shelter.
4. **FATIGUE** from over-exertion and sleep deprivation causes loss of self determination - rest when possible.
5. **THIRST**, dehydration leads to mental confusion and death - find water.
6. **HUNGER** from starvation leads to feelings of dependency - find food.
7. **FEAR**, insecurity in an alien environment and anxiety over fate leads to blind panic - confront fear and use heightened senses.

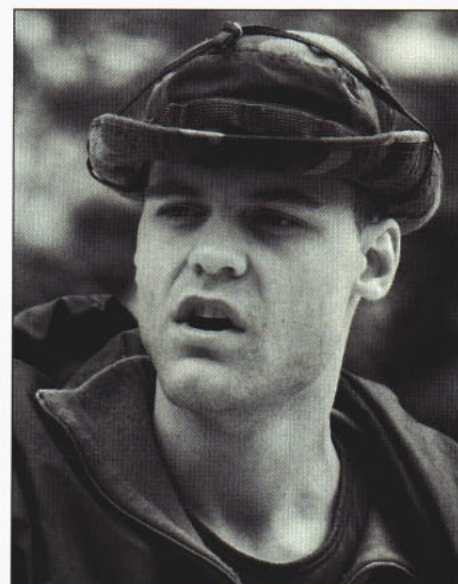


holds the attention of students during the debrief phase with his account of POW life. The room goes silent as Fant demonstrates a tapping technique he used to communicate to fellow prisoners at the "Hanoi Hilton."

Although the course can be a difficult experience for some students according to Fant, it is a "primary" experience. "The students never forget these lessons," he said. "This is a mistake-making course. We'd rather have them make mistakes in our camp, where we

can debrief them so they can learn from it."

"I learned what not to do," said Aviation Warfare Systems Operator Airman Jacqueline S. Zoll, about how to handle the resistance phase. "And I hold a lot more things closer to me, like the Code of Conduct and what the Geneva Convention stands for. Zoll, a student assigned to Patrol Squadron 30 in Jacksonville, Fla., said the course also gave her confidence. "At first I didn't think I did that well. But after the debrief, I re-



▲ Instructor DC2 David Reiss explains shelter building techniques to SERE students in an outdoor classroom.

▶ AWAN Jacqueline Zoll uses her snowshoe to dig out a shelter from a snow bank.

alized I was stronger than I thought I was. The bottom line of being in the military is serving your country and being prepared to give everything for it."



CODE OF CONDUCT

I I am an American, fighting in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

II I will never surrender of my own free will. If in command, I will never surrender the members of my command while they still have the means to resist.

III If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

IV If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information or take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

V When questioned, should I become a prisoner of war, I am required to give name, rank, service number, and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

VI I will never forget that I am an American, fighting for freedom, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

Zoll was not alone with her renewed respect for the Code of Conduct. "It's not just six paragraphs written down on a piece of paper anymore," said Marine 1st Lt. Jay A. Vanderwerff, a student from Planton, S.D. "The history and intent of the writers is now ingrained in my head as well as knowing how to rely on it to get me through a POW situation. ... It reaffirms why five years ago I raised my right hand."

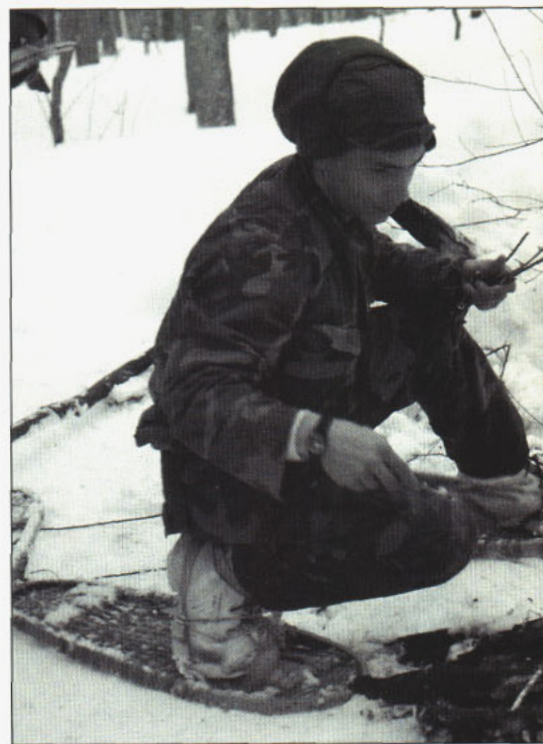
"The Code of Conduct is something you might see in the hallway of your command, but you don't really stop and read it," added Boatswain's Mate 1st

✦ BM1 Matt Maloy starts his team's fire as evening approaches. To survive in a non-evasion situation, fire rates second in importance after medical aid.

➤ Instructor QM1 J. Denagy explains the various items students should include in their survival kits.

Class Matt J. Maloy, a student assigned to Explosive Ordnance Disposal Mobile Unit 2, Little Creek, Va. "You know about it, but you really don't know what's in it. Now I know what's in it."

These students may never have to





use their survival skills but, "If they're unfortunate enough to fall into the hands of an enemy, we want them to be able to survive honorably," said Fant. "There is life after [being a] POW, as long as you survive with honor." ‡

Dorey is a photojournalist for All Hands.

◀ Students must stop periodically in good ground cover to observe the area and listen for enemy movements during the evasion phase.

▼ The resistance compound is surrounded by guard towers, offering a challenge to potential escapees.



The Maine ingredient

**Brunswick P-3 aviators are
changin' with the times**

Story and photos by JO2(AW) Michael R. Hart



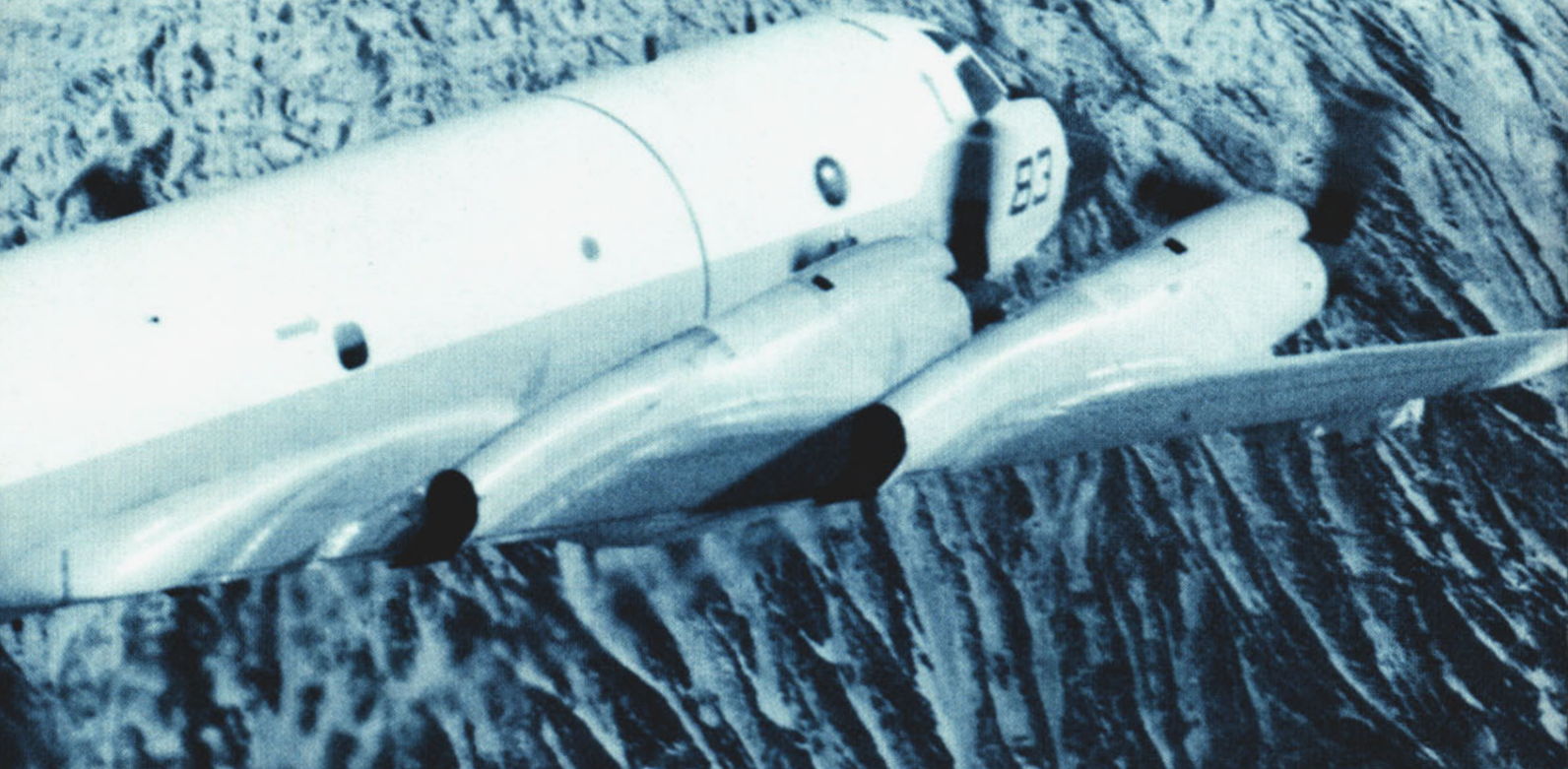
When patrol squadron aviators came to the "office" during the Cold War, tracking submarines was their main purpose in life. Now that the Cold War is history, detecting subs is no longer their primary task. But rest assured, these aviators' mission is definitely not on automatic pilot.

"Maritime patrol is still our overall mis-

sion. It's the tasking within the mission that's changed," said LT Michael J. Colman, a naval flight officer (tactical coordinator) assigned to Patrol Squadron (VP) 10, Naval Air Station, Brunswick, Maine. According to Colman, other operations P-3 aviators concentrate on in addition to antisubmarine warfare (ASW) are: antisurface warfare, carrier battle group support, surveillance and drug interdiction.



AE2(AC) Timothy E. Clark of Dover, Del., uncovers and checks the aircraft's intake during a preflight inspection.



"We're still doing ASW operations, they're just getting less attention now," said Colman, a Boston native.

Whatever the mission, teamwork is essential, according to Aviation Warfare Systems Operator 3rd Class (AC) Daniel M. Wilson of VP 26 NAS Brunswick. "Each position in the aircraft is extremely important to the overall mission," said Wilson. "Trust is one of the keys to our success.

You have respect not just for rank, but also ability."

After flying for so long with the same crew, a camaraderie builds between all ranks and rates, said the Austin, Texas, native. "It becomes a brotherhood," said Wilson. "The crew develops its own personality, even designs its own patch," he said. "A competition builds between crews within a squadron. We drive each other to

OPERATIONS

◀ P-3 Orion. U.S. Navy photo.

➤ AE1(AW) Tony B. Dennis checks proper routing of the engines wiring harness, chaffing and loose clamps.

operate the aircraft while an extra pilot and flight engineer rest. There are also a number of mechanics and electricians who play a vital role before the aircraft ever gets off the ground."

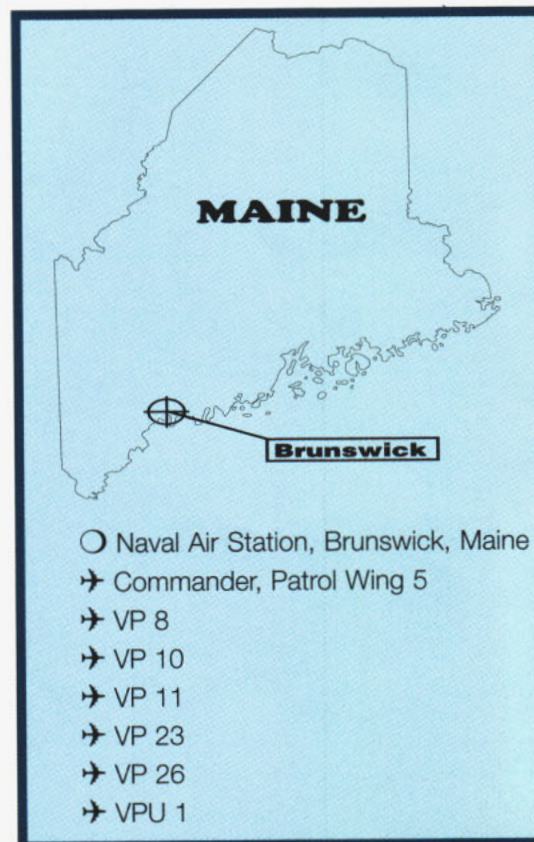
"As an AE I have to know everything about the aircraft — electrical makeup, instrumentation, powerplants, airframe structure, etc.," said Aviation Electrician's Mate 1st Class (AW) Tony B. Dennis of VP 10. "It doesn't matter what the mission is, my job is maintaining the aircraft's equipment," said the Milledgeville, Ga., native. "That will never change."

In this new post-Cold War era, things have changed for AW2 (AC) Michael L. Dent. An acoustic operator, Dent's primary responsibility just three or four years ago was locating and tracking submarines. "That's changed a lot since our ASW ops have decreased," said Dent. "My job has



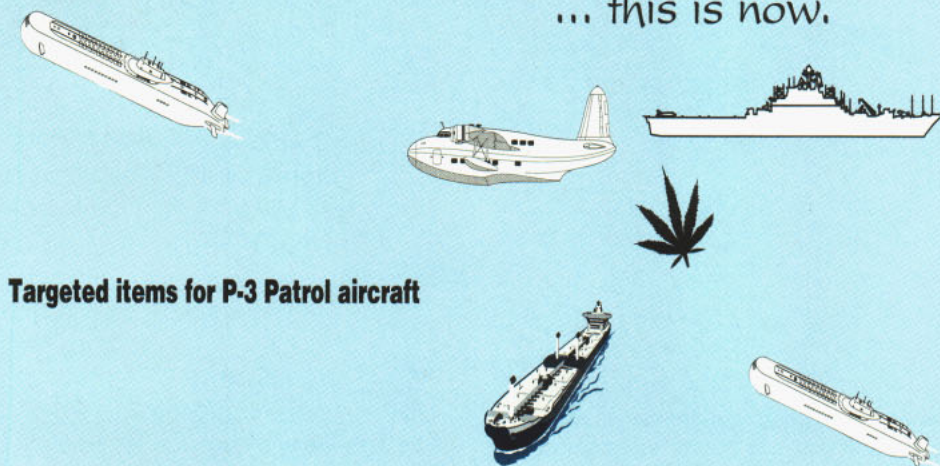
become much more diversified. I thought acoustic operating would be all I'd ever do," said the Mifflinville, Pa., native. "But now I might run

▼ AW2(AC) Michael L. Dent interprets signals from sonobuoys before passing information to the tactical coordinator.



That was then...

... this is now.



Targeted items for P-3 Patrol aircraft

radar, work even closer with the TacCo (tactical coordinator) or do visual surveillance."

Although he has more responsibilities now, Dent realizes it's in the Navy's best interests. "I love being an acoustic operator, and now I've got a broader spectrum of things to do. I

really enjoy it," he said.

Another aviator who enjoys his job is Aviation Machinist's Mate Airman Tony P. Godbolt. And he better. He might work on P-3 engines eight to 12 hours a day. "I don't mind it though," said Godbolt, of Marion, S.C. "Being a mechanic is a challenge and a great

responsibility. Every time a plane completes a mission, I know I had something to do with that."

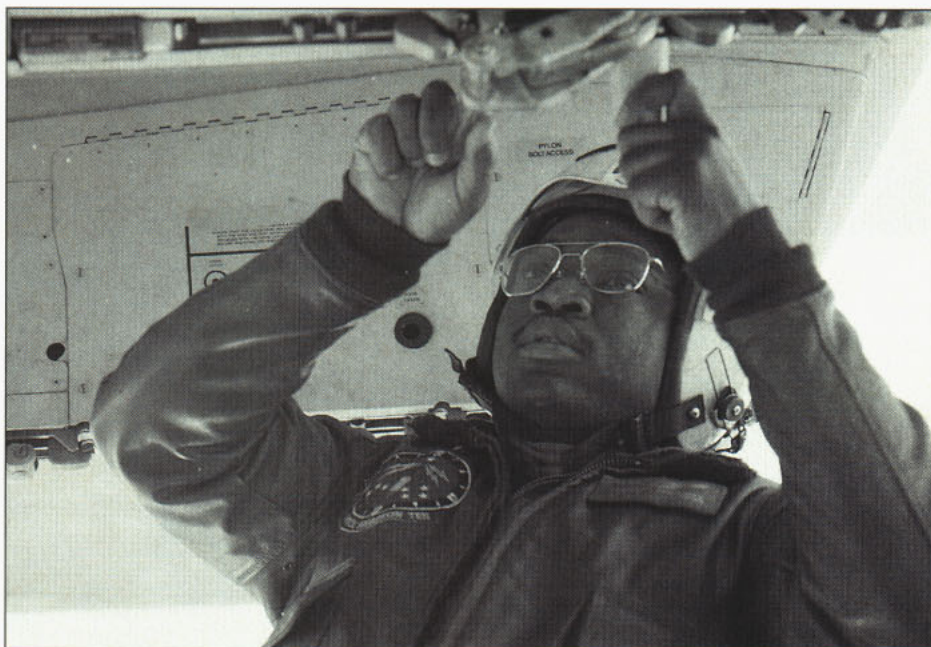
The squadrons have handled changes in their tasking quite well, according to CAPT John D. Roberts, commander Patrol Wing 5, NAS Brunswick. "I couldn't be any happier with the way they've handled the changes," said Roberts. "They've done an excellent job refocusing their efforts. Keep in mind the areas we spend more time in now we've always been doing. We're not looking for a new mission by any means." ✚

Hart is a staff writer for All Hands.



▲ AD3 Duane P. Johnson, assigned to NAS Brunswick, Maine's, Aircraft Intermediate Maintenance Department works countless hours repairing P-3 engines.

▼ AO2(AC) Timothy T. Pinckney cocks the bomb rack of a P-3 before going on a training mission. The Savannah, Ga., native is assigned to VP 10.





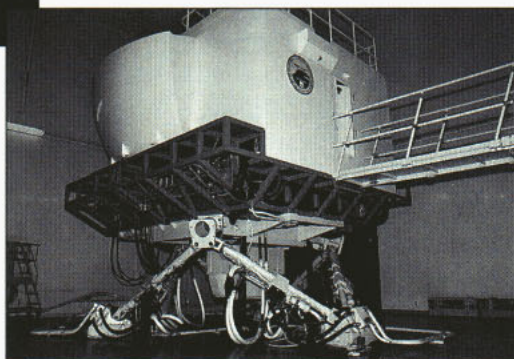
Fly

THE WAY

Story by JO2(AW) Michael R.
photos by JO2(AW) Michael R.

◀ Martin Mahey, a flight simulator technician, at the control console for the EA-6B front seat flight simulator.

► The four-man EA-6B cockpit simulator at NAS Whidbey Island. Computers match the motion of the simulator to what the aircrews see on the screen, giving a very convincing impression of actual flight. The illusion is so complete, that individual waves can be seen as the aircraft "flies" over the water.



◀ LT Chris "Boris" Becker, from New York City, attached to Navy Attack Weapons School Pacific in the starboard seat, and LT Bob "Potsie" Hallahan from San Jose, Calif., attached to VAQ 129, in the port side seat of the EA-6B front seat flight simulator at NAS Whidbey Island, Wash.

The aircraft shakes, rattles and bumps along as you taxi to the runway. You feel the wheels of the aircraft roll over irregularities in the concrete. The tower clears you for take off, and you push the throttle to full military power. Releasing the brakes, your body presses back into the seat as you climb through a cloud layer. As you thumb the adjustment for your aircraft's trim, you settle back, ready for the mission. It's another great Navy day for flying – in a simulator.

The Navy has been using flight simulators for decades, but recent advances in technology allow realistic and cost-effective training of naval aviators in almost every conceivable and even inconceivable situation they could face on a mission.

"Even though it's a trainer, the simulator is very realistic," said LT Pete Muttel, a pilot assigned to Patrol Squadron (VP) 10, based in Brunswick, Maine.

"It's so realistic you might break out

Simulator (EA-6B) vs. Flight

| | Simulator | Aircraft |
|-------------|--------------|------------|
| Cost/hr. | \$440.00 | \$8,663.00 |
| Emergencies | Planned | Hope Not |
| Weather | Dial-a-Storm | Random |

YOU TRAIN

Hart and LCDR Tim O'Leary,
Hart and JO2 Ray Mooney

in a sweat. You don't know what's going to happen. An engine might shut down or a generator go off line, but the training makes you hundreds and hundreds times better," said the Windsor, Colo., native.

Aviation Warfare Systems Operator 3rd Class David Hazel, also of VP 10, recalled his first experience in the weapons simulator. "It was ugly," the Chicago native said. "You really don't know what's going on; there's so many buttons and switches," he said. "You learn to do things in a certain order, which helps you improve and become more efficient. That way our responses to different situations are automatic. Our jobs are required to be second nature."

Although simulators are important tools for learning routine and emergency procedures in a forgiving environment, there still remains no substitution for actual flying, according to the aircrews.

"I believe you can have a virtual reality screen, but you'll still know in the back of your mind that you're sitting in a simulator, and that if it crashes, all you have to do is reset the button," said LT Tim Kuehass, a naval flight officer with Tactical Electronic Warfare Squadron (VAQ) 129, who was training on the EA-6B simulator at NAS Whidbey Island. "But when you're out there on the real thing, flying a low-level, seeing what the shrubbery looks like at 200 feet, that's real training." †

Hart is a staff writer and Mooney is a photo-journalist for All Hands. O'Leary is head, publishing division, Naval Media Center.

➤ Simulator instructors regulate every aspect of training from this control board at NAS Brunswick.



◀ LT Pete Muttel adjusts to one of the many situations thrown at him in the cockpit. "It's so realistic you might break out in a sweat."

▼ AW2 Todd J. Crockett of VP 10 trains in the P-3's non-acoustic (electronic warfare) position.



The POWER and LIGHT Company

Photos by JO2 Kevin Stephens

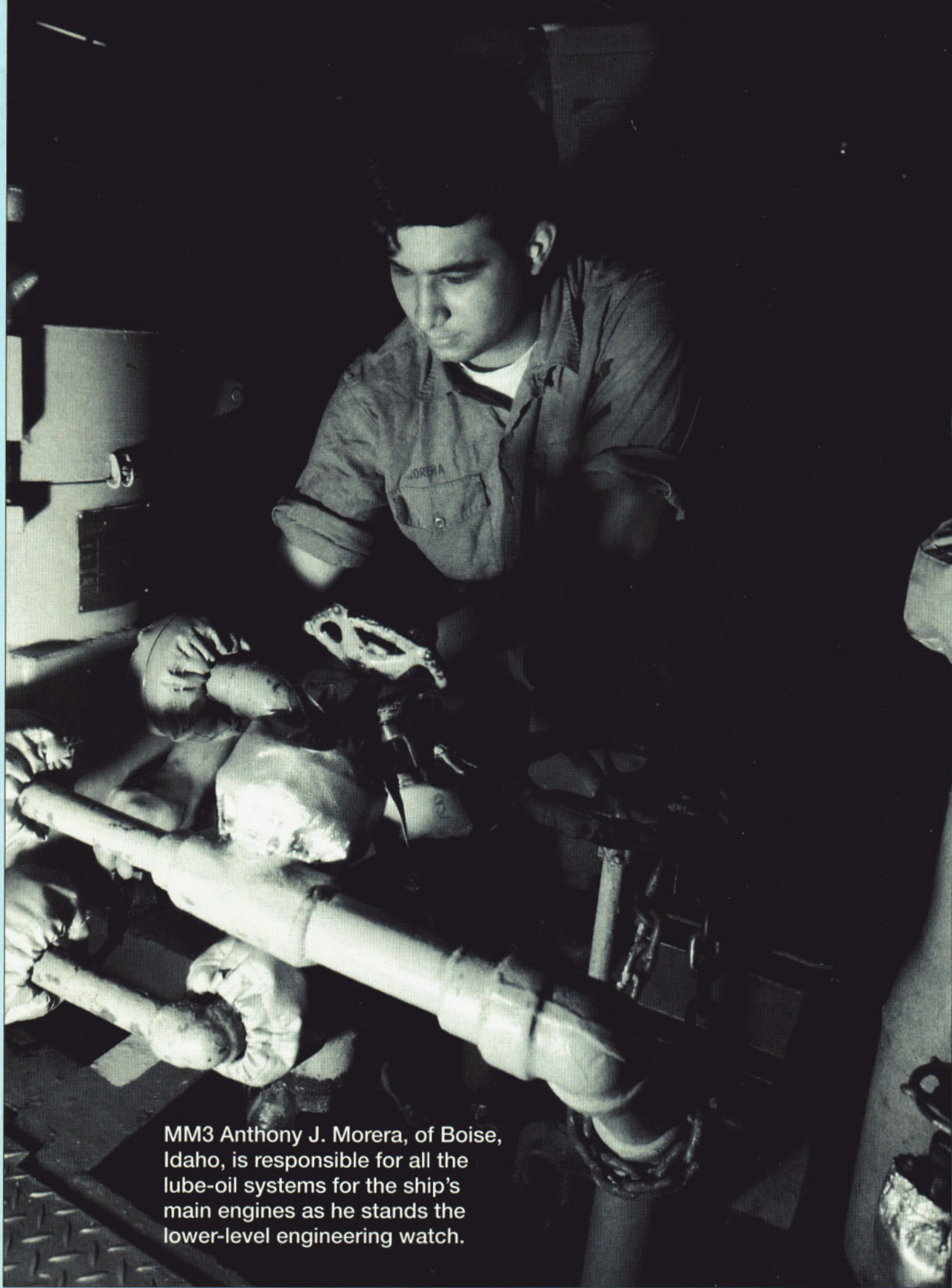


A USS *Kalamazoo* at anchor in Montego Bay, Jamaica. The oiler will make one final deployment before her decommissioning.

Do you want lights? Fresh water? Power to the guns? Do you want to *steam*? Who ya gonna call? The sailors of the engineering department, who often work in 100-plus degree temperatures surrounded by the near-constant roar of the ship's engines.

Despite the difficulty of their duties, these sailors can smile with a deep sense of satisfaction. They know that without them, the ship would go nowhere fast. Indeed, nowhere at all.

All Hands went below decks to visit with the engineers of USS *Kalamazoo* (AOR 6), who keep the 21-year-old oiler steaming.

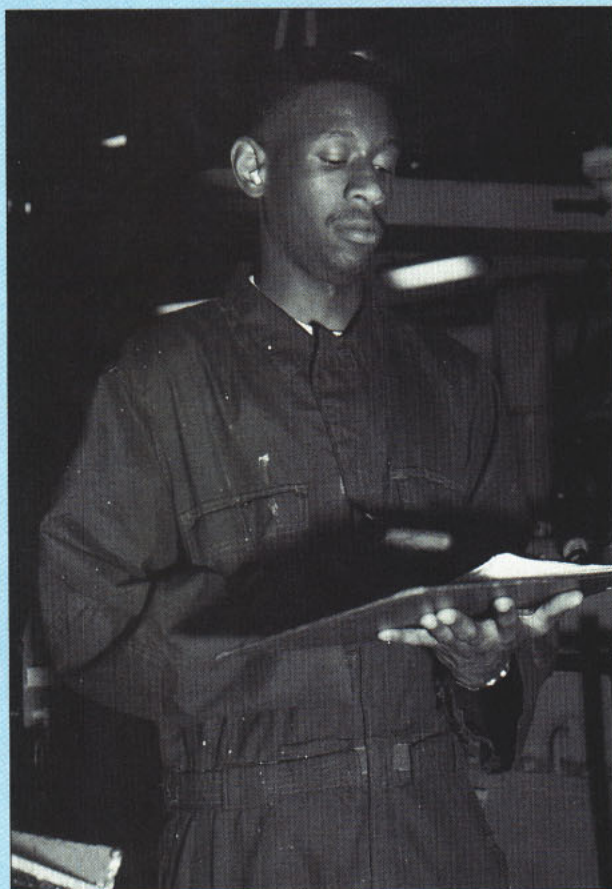


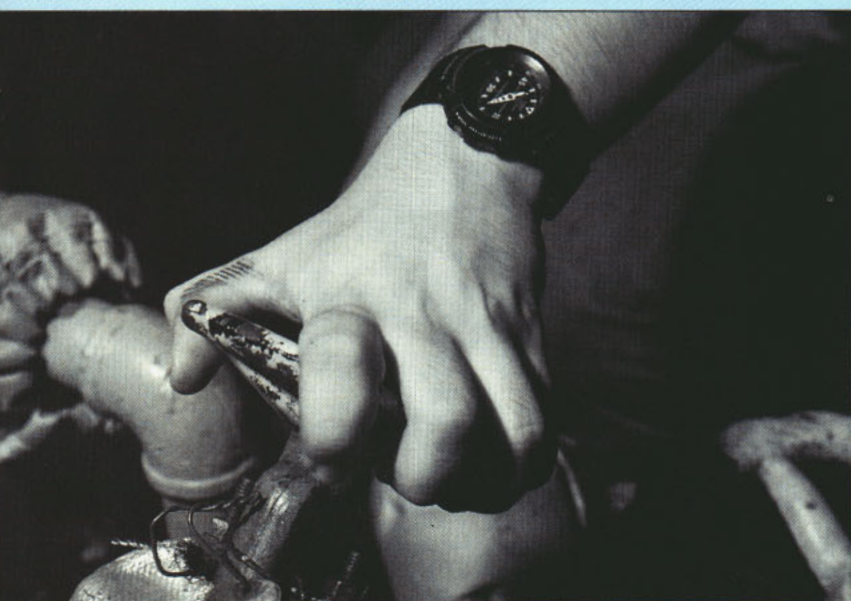
MM3 Anthony J. Morera, of Boise, Idaho, is responsible for all the lube-oil systems for the ship's main engines as he stands the lower-level engineering watch.



▲ BT3 Marcos A. Mondy, originally from Barranquilla, Colombia, lights off a boiler. The boilers generate the steam that powers the ship.

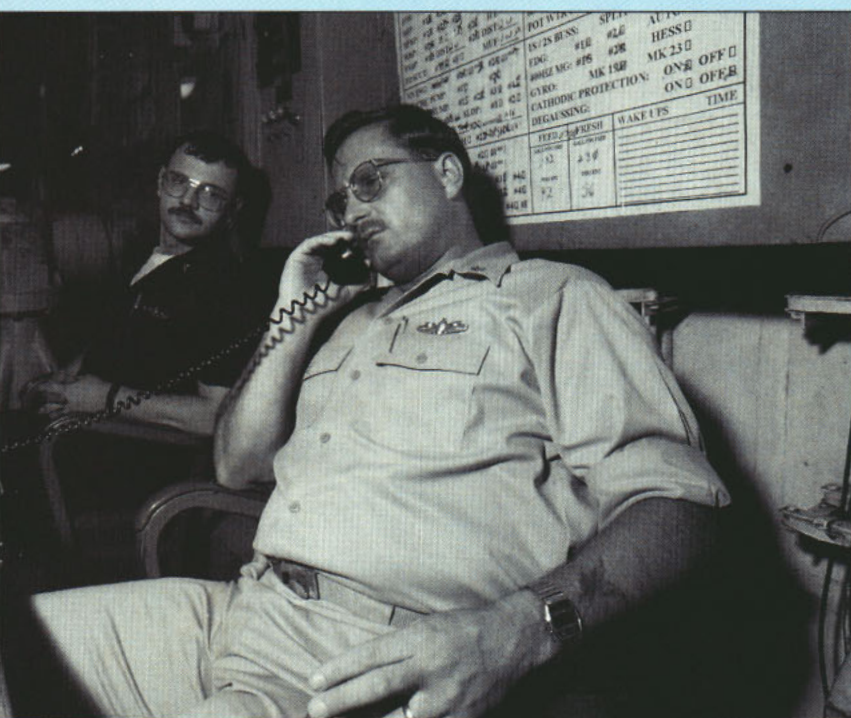
➤ EM3 Maurice T. Hales of Baton Rouge, La., keeps an eye on *Kalamazoo's* power needs as the electrician's mate of the watch.



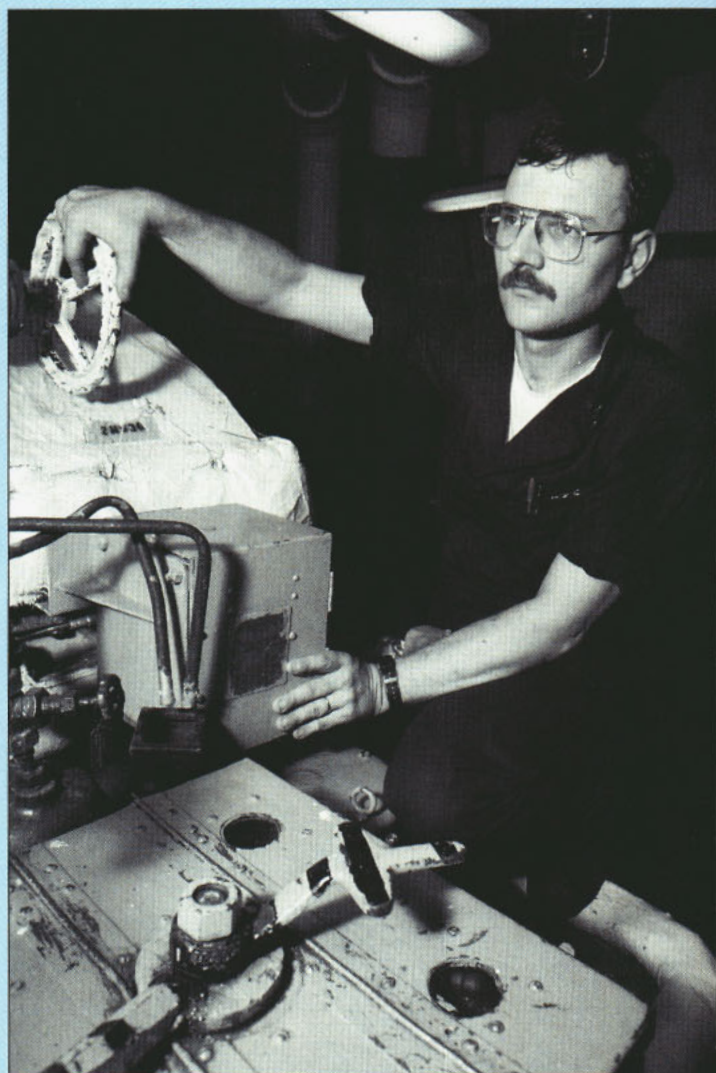


◀ Machinery spaces of ships have valves and lots of 'em. It's up to the engineers to keep the dizzying array of fittings set correctly.

▼ Manning the upper-level watch, MM1(SW) Rodney W. Beck, a native of Cable Grove, Ill., starts a ship's service turbo generator.



▲ EMC(SW) Ed Gahagen of Weirton, W.Va., ensures things run smoothly in *Kalamazoo's* engineering spaces from his station at main control.



Homeport - Lake Michigan

Story and photos by JO2(AW) Laurie Butler

In the market for a rewarding tour? "This is your opportunity," says Fire Controlman 2nd Class (SW) Tom Bullard. "Don't miss out."

Tucked away in America's heartland, far away from the nearest ocean, you'll find Naval Training Center (NTC) Great Lakes, Ill., which has been providing the Navy with fleet-ready, technically-trained sailors for the past 80 years. Home to the Navy's largest Service School Command (SSC) and Recruit Training Command (RTC), Great Lakes is in the spotlight as more and more technical programs consolidate at the command.

COMMUNITY

◀ Located in a region proud of its naval presence, RTC and SSC drill teams are in demand to demonstrate their skills at parades and civic celebrations.

➤ BT2(SW) Anthony Brown shows his engineering students how to shut down a boiler at the SSC's steam propulsion trainer. SSC consists of 10 technical schools offering more than 118 courses in apprentice-, journeyman- and master-level courses.

▼ Inspectors HM2 William Tungate (left) and QM1 Stewart Smith (right) scrutinize Recruit Company 143's duty log book prior to holding a bunk and locker inspection. After pushing three companies, CCs are placed in a hold job for six months where they'll become instructors or inspectors.



As commanding officer of the SSC, CAPT Greg Maxwell, a San Diego native, sees only a bright future for his schools. By the end of 1996, 24 additional schools are expected, boosting the on board student average from 4,000 to 7,000. "It's an exciting place to be," said Maxwell, who is presently reorganizing the schools' curriculum and structure to better prepare students for the shipboard environment. "There's a window of opportunity here for people to come in and help make significant changes in the training world."

"It's a lot of hard work," added Bullard, who is from Seattle, and who teaches basic electronics and fire control ballistics at the command's Combat Systems School. "I could have taken an easier shore duty, but the advantages here are many. You're keeping up with new material in your rate, but the biggest advantage is that you have a direct effect on the fleet."

The story is similar on the RTC side. With an average of about 4,000 recruits now on board, RTC officials project that figure to



Photo by PH1(SW) Robert Lindell

▲ Building 1 is the NTC headquarters and has been in service since 1911, when it was dedicated by President William Taft.



Photo courtesy of MWR Great Lakes

◀ A three-day junior golf camp is just one of many programs available at the 18-hole Willow Glen Golf Course.

▼ Carol Guitar and 13-year-old daughter Jennifer prepare dinner in their family housing in Forrestal Village. NTC Great Lakes maintains more than 2,700 housing units, most of which have been renovated or are scheduled for renovation in the next few years.

increase three-fold by year's end. That equates to a greater demand for additional company commanders and instructors.

NTC Great Lakes offers many advantages to the more than 3,200 permanently assigned personnel, besides a career-enhancing tour. With nearly 20 percent of recruits coming from the region, duty at Great Lakes provides many sailors a springboard to family and friends.

"I was looking for something that would enhance my ca-



Spring

Local festivals abound as the region celebrates nature's rebirth. Outdoor activities flourish with temperatures ranging from the upper-20s to highs around 70 degrees.

Summer

Lake Michigan offers fishing, swimming and sailing opportunities during the summer months. Temperatures vary from a low of 59 to a high of 85.

Fall

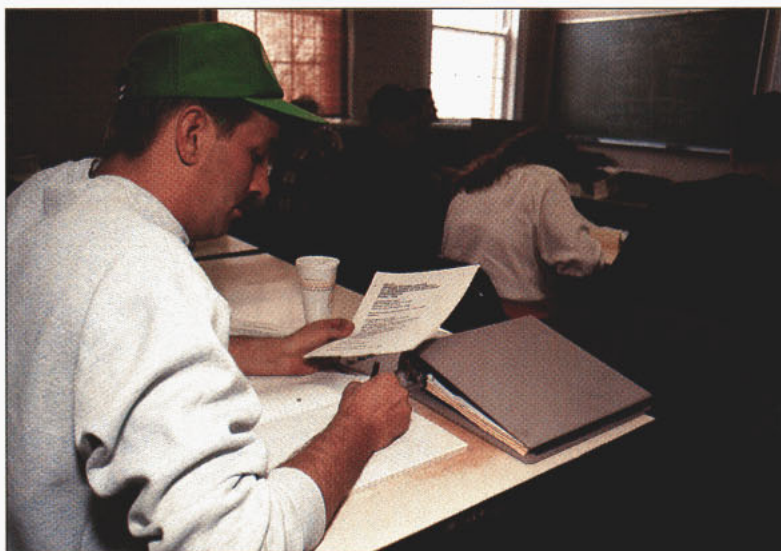
You'll want to take advantage of the fall colors by heading for the mountains. Hunting, fishing and camping are also popular activities this time of year. Expect temperatures from the low-30s to the mid-60s.

Winter

Time to hit the slopes or head out to Chain O'Lakes where ice fishing, snowmobiling and skating are popular activities. Winter brings temperatures in the mid-teens to a high of 35.

➤ Two child development centers and one infant care center provide programs for children ages 6 weeks to 5 years old.

▼ EN1 Curtis Sanders, an instructor at SSC from Opelika, Ala., is one of about 1,650 staff members who take advantage of classes offered through Navy Campus. There are 95 colleges and universities within a 45-minute radius of the base.



reer when I called my detailer," said Hospital Corpsman 1st Class Teri Zahnd, an instructor at the Hospital Corps School who is from Waterloo, Iowa. "The detailer said instructor duty at Great Lakes and I said, 'Hey, that's close to home. Where do I sign?'"

Situated on 1,700 acres along the shore of Lake Michigan north of Chicago, NTC provides sailors and their families the best of both worlds. Both Chicago and Milwaukee are within an hour's drive — close enough to enjoy but distant enough to experience what the rural Midwest has to offer.

When they are not visiting grandparents, aunts and uncles in nearby Des Plaines, Ill., Machinist's Mate 1st Class Robert Spector and his wife Mary take advantage of the abundant recreational activities with their three children. "We enjoy camping, fishing, hunting and bike riding in the warm months, sledding and skiing when it gets colder," said Robert.

And what about those legendary winters? "You adjust,"



Photo courtesy of MWR Great Lakes

▲ Playgrounds and parks are located throughout the base and in housing areas, providing families with some springtime fun.

said Mary. "That's part of the attraction to Great Lakes, the four seasons." †

Butler is a photojournalist for All Hands.

If you are interested in becoming a CC, contact the recruit company commander detailer at (703) 695-9316 or DSN 225-9316. If you are interested in instructor duty, contact your detailer.



"BEGIN! Up, down — hold it. Up, down," barks the godlike figure before you, who from this angle can only be recognized by the shine glistening off black, leather shoes. "On your knees, on your belly, on your back — BEGIN!"

BASIC SUCCESS

Story and photos by JO2(AW) Laurie Butler

Though you may have forgotten the name, you will probably never forget the face and voice — and the results the combination achieved — of your company commander (CC).

As a recruit's first link to the Navy, CCs play parent, teacher and role model, transforming young civilians into responsible sailors and adults in eight short weeks. It's a responsibility they don't take lightly.

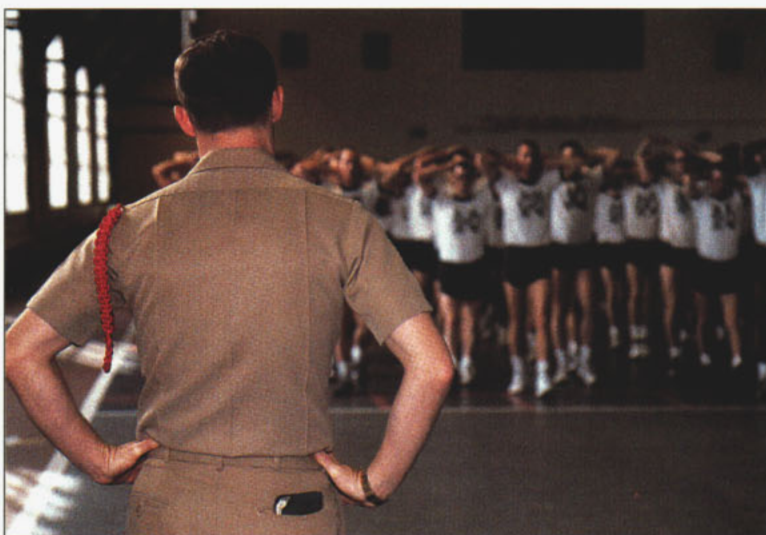
"The main purpose of a CC is to teach recruits what it



▲ As recruit chief petty officer, SR Michael Torres of Denver, is in charge of his company when his CC isn't around. Recruits now go through a professionalism course to teach them the concepts of leadership/followership, the first step in the Navy's Total Quality Leadership program.

◀ MMC Sam Lymon, a company commander at RTC Great Lakes, leads his company to class. RTC is restructuring its curriculum to better reflect Navy structure. CCs will become recruit divisional commanders and recruits will be taught more fire fighting and seamanship skills.

➤ SR Ike King, from Alsea, Ore., methodically folds his dungaree shirt during a bunk and locker inspection.



▲ SMC(SW) Ronald Lewis keeps a close eye on his recruits during PT.

➤ MMC Sam Lymon demands "attention to detail" during a drill. "We teach them there's a reason behind everything they do. It's not about folding your clothes properly. It's why you do it — attention to detail."

takes to be in the Navy," said Chief Signalman (SW) Ronald Lewis, who is on his second tour as a CC at Recruit Training Command, Great Lakes. "If one of my recruits got into trouble after they left bootcamp, I would feel somewhere along the line I failed them, because I'm the one who's supposed to train them."

Before they begin pushing boots, CCs go through their own "basic training" — a five-week course where they learn how to teach recruits how to drill, fold their uniforms and adjust to basic military life.

"You must lead by example," says Chief Machinist's Mate (SW) Sam Lymon, a native of Grainwood, Miss. "You have 80 to 90 recruits under your lead. You have to be a 4.0 sailor in everything."

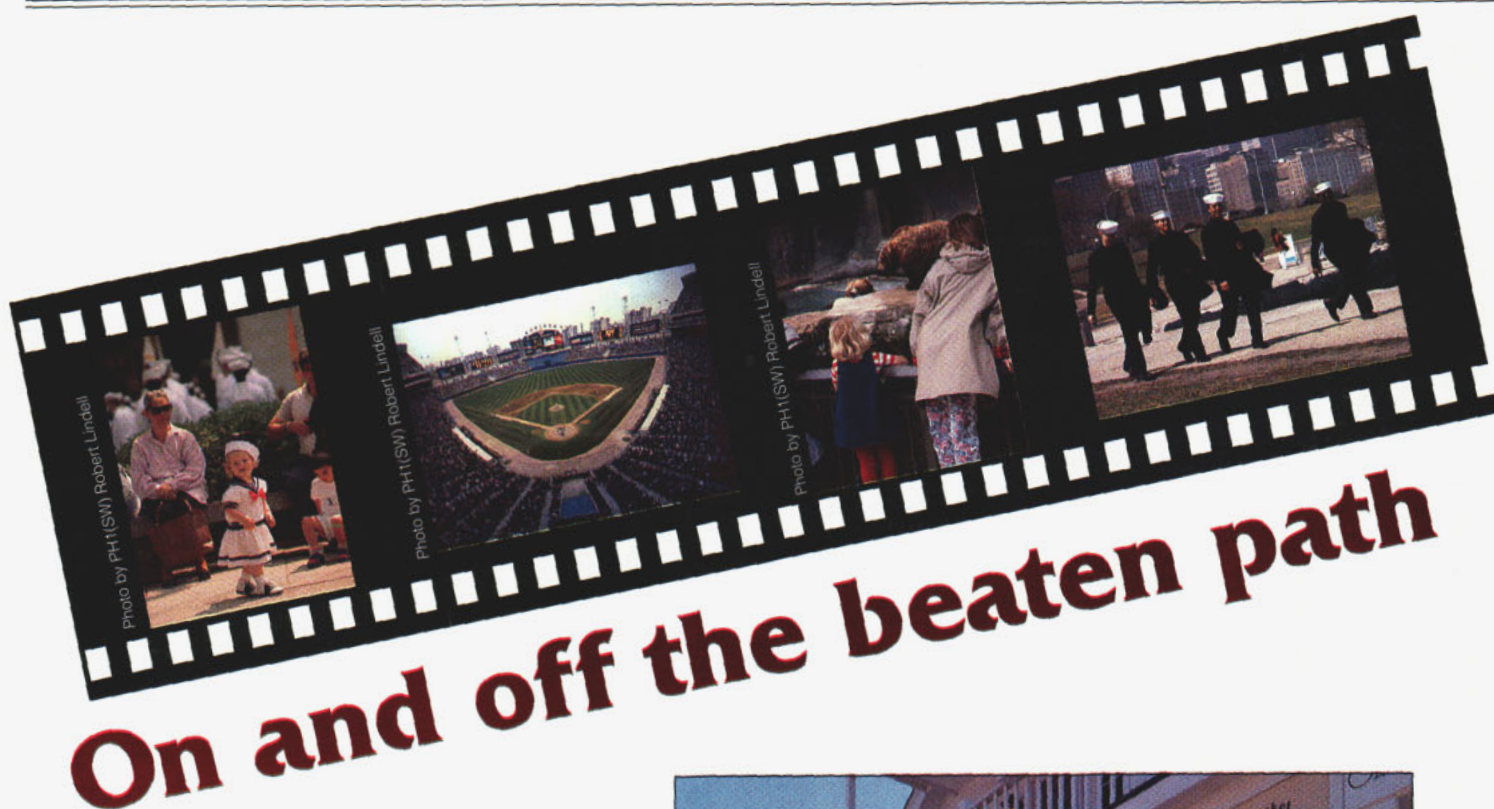
CCs' days are long. Depending on the stage of training



their company is in, a CC can expect to work from 4 a.m. until taps in the first few weeks; and from reveille until 5 p.m. in the later stages. "But it's worth it," said Aviation Structural Mechanic (Hydraulics) 2nd Class William Tungate, a native of Columbus, Ind. "It's really gratifying knowing you have an effect on the quality of sailors the fleet will get. You can make a difference."

"The biggest reward for me," added Lewis, who is from Carthage, Mo., "is watching them pass in review knowing that I would be proud to serve with any one of them." †

Butler is a photojournalist for All Hands.



On and off the beaten path

From catching the "big one" in Lake Michigan to catching the game-winning, home-run ball at Chicago's Wrigley Field, your recreation options at Great Lakes are limited only by the season and your interests.

Chicago, just 35 miles south of Great Lakes, and Milwaukee, 45 miles to the north, offer major league sports, museums, concerts and shopping. But to get a real taste of Midwestern culture, a trip into the rural areas, where local fairs and festivals abound, is a must.

Enjoy the outdoors? Look no further. Hikers and horseback riders can trek through Wisconsin's Chequamegon and Nicolet National forests. The region boasts some of the finest fishing, and in winter, sports enthusiasts enjoy skiing and tobogganing down snow-covered hills, and iceboating on frozen lakes.

From the Lumberjack World Championship in Milwaukee to world-class opera at Chicago's Civic Opera House — welcome to the Midwest. ‡

▲ From left: Chicago is a town proud of its Navy heritage; major league baseball at Comiskey Park; local zoos provide a fun-filled day for families; SR Keith Harris, SR Jack Hernandez, SR Cary Carrigan and SR Vince Rollerson enjoy a walk along Chicago's shoreline.



Photo by JO2(AW) Laurie Butler

➤ Long Grove, a village just south of Great Lakes, offers its visitors handmade crafts and down-home cooking.



◀ Most of the Midwest is within one day's drive from NTC Great Lakes, making it easy to take the kids for a visit to Grandma's.



Photo by JO2(AW) Laurie Butler



Photo by JO2(AW) Laurie Butler

▲ AR Jason Emerson, SR Steven Kordik and AR William Womack get into the jazz of things along Michigan Avenue.

◀ Day or night, the view from the Sears Tower in Chicago is breathtaking. On a clear day, you can see four states.

▼ (Left) Museum of Science and Industry. (Right) The region offers first-rate ski slopes.

What to do in Chicago

Museum of Science and Industry attracts more than 3 million visitors yearly. Displays include an operating coal mine and many exhibits that explain the mysteries of chemistry and physics.

John G. Shedd Aquarium has about 4,600 fish and other water animals.

Adler Planetarium depicts the movements of heavenly bodies in its domed theater.

Lincoln Park Zoo is Chicago's largest and most popular park.



Attractions include beaches, sports fields and a children's zoo. **Sears Tower** is the world's tallest building at 110 stories. An observation deck provides visitors with a spectacular view.

Magnificent Mile extends along Michigan Avenue. The concentration of shops, hotels and restaurants are popular among tourists.

Buckingham Memorial Fountain is the world's largest lighted fountain, shooting water about 135 feet high.



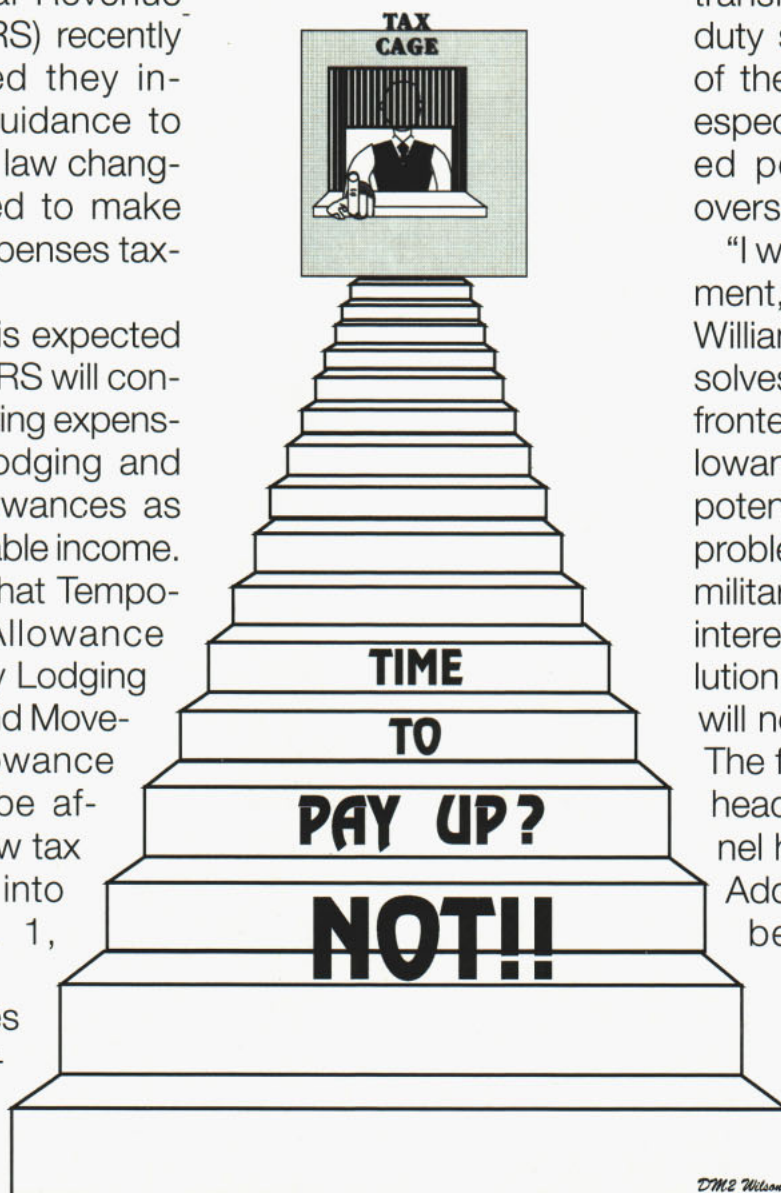
A taxing situation?

Sailors relieved of new tax threat

The Internal Revenue Service (IRS) recently announced they intend to issue guidance to clarify recent tax law changes that appeared to make some moving expenses taxable income.

The guidance is expected to state that the IRS will continue to view moving expenses, temporary lodging and subsistence allowances as exempt from taxable income. It was possible that Temporary Lodging Allowance (TLA), Temporary Lodging Expense (TLE) and Move-in Housing Allowance (MIHA), would be affected by the new tax laws that went into effect on Jan. 1, 1994.

The allowances are issued to service members in connection with



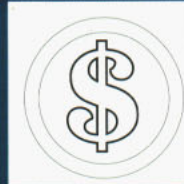
transfers to new permanent duty stations, and inclusion of them as taxable income especially could have affected personnel transferring overseas.

"I welcome this announcement," Secretary of Defense William J. Perry said. "It resolves the dilemma we confronted concerning these allowances. The act had the potential of creating serious problems for up to 800,000 military personnel. We were interested in a legislative solution to this issue, but that will no longer be necessary. The financial cloud over the head of our military personnel has been removed." Additional information will be provided when released by the IRS.



Taxable

- ☛ Base Pay
- ☛ Hostile Fire Pay
- ☛ Flight Pay
- ☛ Foreign Duty Pay
- ☛ Parachute Duty Pay
- ☛ Demolition Duty Pay
- ☛ Experimental Stress Duty Pay
- ☛ Leprosarium Duty Pay
- ☛ Toxic Fuel (or repellant) Pay
- ☛ Career Sea Pay
- ☛ Career Sea Pay Premium
- ☛ Special Duty Assignment Pay
- ☛ TLE (Temporary Lodging Expense)



Non-Taxable

- ☛ BAS (Basic Allowance for Subsistence)
- ☛ BAQ (Basic Allowance for Quarters)
- ☛ FSA (Family Separation Allowance)
- ☛ COLA (Cost of Living Allowance)
- ☛ OHA (Overseas Housing Allowance)
- ☛ VHA (Variable Housing Allowance)
- ☛ CMA (Clothing Maintenance Allowance)
- ☛ DLA (Dislocation Allowance)
- ☛ TLA (Temporary Lodging Allowance)

Maintaining skull integrity

Wearing a helmet can save your noggin

Story by ATAN Timothy Rodda

Just south of Yosemite National Park, Calif., eager to explore the Sierras, my friend and I set out on our mountain bikes to ride to the top of a small mountain.

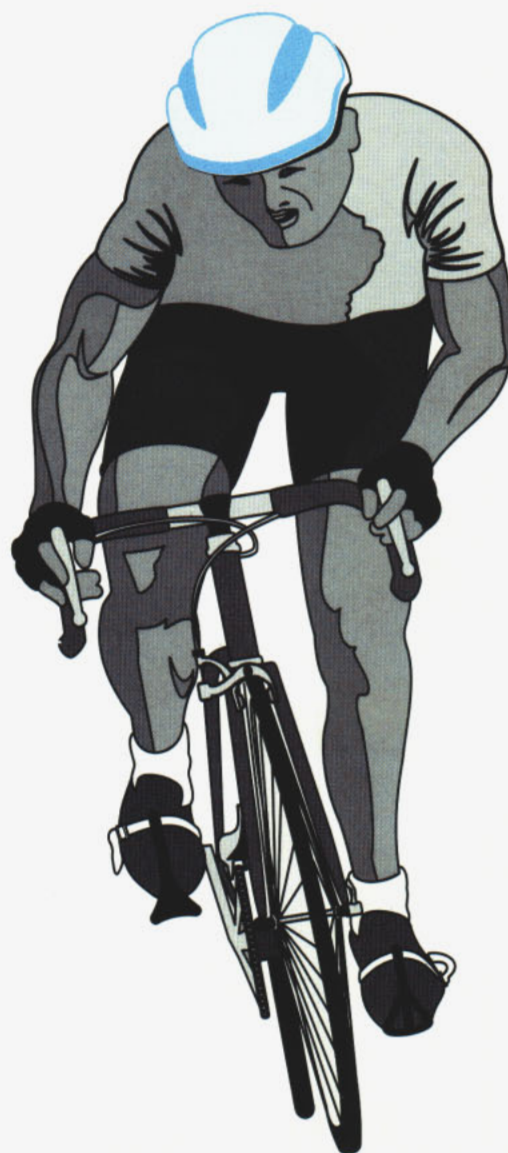
After we reached the top and rested, it was time for my favorite part of any ride, the descent. I was leading the way down a fire road at a pace that made my adrenalin rush. Then the unexpected happened. I lost control in a fast corner and was launched over the handlebar.

Those of you who have tried body surfing know how much fun it can be, but doing it at 35 mph on dry land in a pair of lycra shorts is painful. I skidded on my right side over hard-packed dirt and rocks. When I came to a stop, the pain was unbearable. Blood ran down my arm and leg and soaked my jersey and shorts. I picked myself up, straightened out my bike and coasted down to

our truck. My friend drove me to the emergency room at the base hospital.

After being x-rayed, thoroughly checked and painfully scrubbed, the doctors determined I had large, multiple friction burns and abrasions; a severely-bruised hip, leg and arm; and a hurt thumb. I was placed on SIQ for three days and on light duty for three weeks. However, these injuries were minor compared to what could have happened if I hadn't worn my helmet, gloves and safety glasses. The doctor in the emergency room inspected my helmet. He commented that, based on its condition, I would have fractured my skull (or worse) if I hadn't worn it.

I'm back in my bike's saddle again and still wearing a helmet. I even have extra helmets to lend my friends. To convince them to wear a helmet, I tell them my story. That usually does the trick. ‡
Rodda is assigned to VFA-146, San Diego.

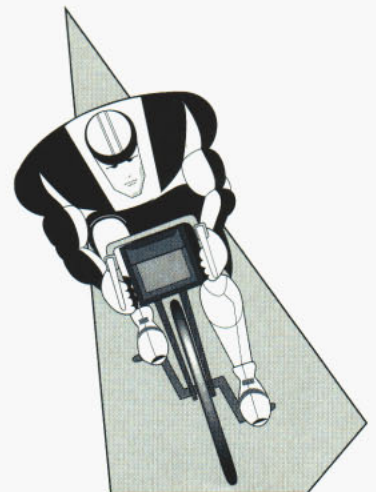


Rules for the road

OPNAVINST 5100.25A requires all people riding bicycles for recreational purposes on government roads and streets to wear an ANSI- or Snell-approved bicycle helmet. People aren't required to wear helmets in military housing areas, but the Naval Safety Center strongly recommends they be used. People riding bicycles in the conduct of job-related duties are exempt from these requirements even though the Safety Center recommends that everyone wear helmets and reflective clothing.

Use your head, wear a helmet

- Helmets cost between \$20 to \$100. Buy what you think your head is worth.
- Helmets weigh next to nothing, between 7 ounces and a pound.
- If you damage your helmet in a crash, don't use it again.
- Every bicyclist should wear a helmet, not just the "hard-core" or professional cyclist. Cars, potholes and grates are all hazards that can quickly test a helmet.
- If you are a parent, make sure your child wears a helmet. Set an example by wearing one yourself.
- Be responsible. A helmet only works if you wear it.



Electronic eyes and ears

Story and photo by JO2(AW) Michael R. Hart

As the P-3 *Orion* cruises 200 feet above sea level, the water looks close enough to stick your toe in for a temperature test. Each member of the 12-person crew is completing their piece of the puzzle for this mission. The flight engineer flips switches, checks and double-checks gauges, while the in-flight technician opens panels, checking wires and different systems.

Listening in on a headset, you hear navigational and tactical information passed between the pilots, flight officers and aviation warfare systems operators (AWs).

There are three AWs on each P-3 — two acoustic operators who read sonobuoys and one non-acoustic, more commonly known as the electronic warfare operator. AW3(AC) Bill Anderson of Patrol Squadron (VP) 26, Naval Air Station Brunswick, Maine, is the latter.

"As an electronic warfare operator, I run the radar and infrared systems as well as the equipment used to identify hostile or friendly vessels, among many other things," said Anderson, of Long Island, N.Y.

"Some of the equipment I use is so high-powered, I can find a ship more



AW3(AC) Bill Anderson of VP-26, Brunswick, Maine, monitors his station during a recent five-hour training mission. "I wouldn't trade this for the world."

than 100 miles away. I can tell who it is, what it is, what type of radar they're using, where they're headed. ... It's a blast."

Anderson said his primary mission is

using radar for land navigation and avoiding bad weather. "My secondary function is locating, tracking and destroying surface and subsurface targets," he said.

As P-3 squadrons spend more time on surveillance, anti-surface warfare, battle group support and mining operations and less on anti-submarine warfare, the electronic warfare operators have become much busier.

Things are a lot different now, according to AW3(AC) Joe A. Harrison. "It used to be the acoustic guys turnin' and burnin'. Now it's flipped and the acoustic guys are sitting back laughing," said the Monticello, Minn., native.

"I don't mind it at all," said Harrison of VP 10. "The longer missions demand a lot of you. Looking at that scope for 10 hours makes your eyes pretty tired."

Regardless of the workload, AWs get to fly, fly, fly. The squadrons make six-month deployments to places such as Sigonella, Sicily; Puerto Rico and Keflavik, Iceland. "This is what I wanted to do long before I joined the Navy," said Anderson, "and look at me now; I'm flying. Every mission is an adventure." ‡

Hart is a staff writer for All Hands.

Where can you find AWs?

Atlantic Fleet

- Brunswick, Maine
- Norfolk, Va.
- Jacksonville, Fla.
- Keflavik, Iceland
- Rota, Spain
- Sigonella, Sicily
- Roosevelt Roads, P.R.

Pacific Fleet

- San Diego, Calif.
- Alameda, Calif.
- Whidbey Island, Wash.
- Barbers Point, Hawaii
- Diego Garcia
- Okinawa
- Japan

Type of Aircraft/Ship

- P-3
- S-3
- H-60B
- H-60F
- H-3
- Aircraft Carriers

Key to Making It Count

Step-by-step instructions for voting

Each election year many sailors who try to vote absentee are disqualified because they don't complete their Federal Post Card Application (FPCA) correctly. In the 1992 Federal Voting Assistance Program post-election survey, for instance, 75 percent of local election officials reported that inadequate voting residence address was a problem in processing the FPCA. Inadequate mailing addresses was a problem for 33 percent of officials while 25 percent reported illegibility as a problem. Finally, 23 percent indicated that citizens failing to indicate a party preference on the FPCA was a problem.

Because procedures for filling out the form vary from state to state, it's important to follow the guidelines for the appropriate state listed in the 1994-95 Voting Assistance Guide. Here are the general step-by-step instructions for each item:

● Item 1: Applicant information

Print or type legibly.

● Item 2: I last voted

Do NOT leave this blank. If unknown, write "N/A," "unknown" or "never voted."

● Item 3: Voting Residence

A complete street address is necessary for the local election official to place the voter in the proper voting precinct. Do not use a post office box or rural route number.

● Item 4: Mail Absentee Ballot to:

Enter the complete mailing address where you wish to receive your absentee ballot. It must be different from Item 3.

● Item 5: Remarks

Provide any information you feel will assist state officials in providing your ballot. For example, if you are requesting your state's special write-in ballot apply the gummed label provided in Chapter 3 of the Voting Assistance Guide. Also,

a Federal ballot only (if one is printed by the state). Block (f) applies to special voters who may be given special voting rights by their states. Consult the Guide for this information. Some states also offer special status to persons on extended travel or vacation in the U.S. or overseas.

● Item 7: Ballots for Election and Party Affiliation

Check the correct box. Remember that procedures vary from state to state. In some states, if you mark (a) or (d) you must specify a party preference. Otherwise, the election official cannot send you a ballot and you could be disqualified or only receive a ballot for the general election. In other states, party affiliation is not mandatory. In some states, marking (d) will result in your receiving all ballots that state law allows. You must refer to Chapter 3 of the Voting Assistance Guide for specific information concerning your state.

● Item 8: Affirmation by Applicant

The voter must sign item (e) and put a date in (f) since the FPCA cannot be processed without it.

● Item 9: Oath

The oath is required by 10 states for registration and/or ballot request. Other states require a witness and his/her address only. Remember that non-commissioned officers and petty officers must be given specific written authorization by the unit commanding officer if they are notarizing the FPCA. Remember, an accurate FPCA is the best way to insure your vote counts. †

Information courtesy of the Federal Voting Assistance Program.

The diagram shows a stylized representation of the FPCA form with numbered steps 1 through 9. Step 1 is 'APPLICATION INFORMATION' with sub-items a, b, c, d, e, f. Step 2 is 'I LAST VOTED' with sub-items a, b, c, d, e, f. Step 3 is 'VOTING RESIDENCE' with sub-items a, b, c, d, e, f. Step 4 is 'MAIL ABSENTEE BALLOT TO:' with sub-item a. Step 5 is 'REMARKS:' with sub-item a. Step 6 is 'REASONS FOR ABSENTEE BALLOT:' with sub-items a, b, c, d, e, f. Step 7 is 'REQUEST ABSENTEE BALLOTS FOR THE FOLLOWING ELECTIONS' with sub-items a, b, c, d, e, f. Step 8 is 'AFFIRMATION BY APPLICANT' with sub-items a, b, c, d, e, f. Step 9 is 'OATH, SUBSCRIBED AND SWORN TO BEFORE ME' with sub-items a, b, c, d, e, f. The form is shown with a person standing next to it, indicating the steps to be followed.

provide a fax number if you request voting materials be sent to you by fax. It's also helpful to list a name and telephone number of a local contact in this section in the event the local election official has questions concerning the application.

● Item 6: Reason for Absentee Vote

The information you give here determines the type of ballot you'll receive. In most states, marking blocks (a), (b), (c) or (d) will get you a full ballot. Marking (c) generally means that at some time in the future you intend to reside again in that jurisdiction. Marking (e) will get you

Rhodes Scholar sets course for Oxford

Naval Academy grad rated as one of the nation's top students

Story and photos by JO1(SW) Jim Conner

It's not every day a sailor gets an invitation to study at Oxford University in London — unless that sailor happens to be ENS Sean Fahey, a 1994 graduate of the U.S. Naval Academy.

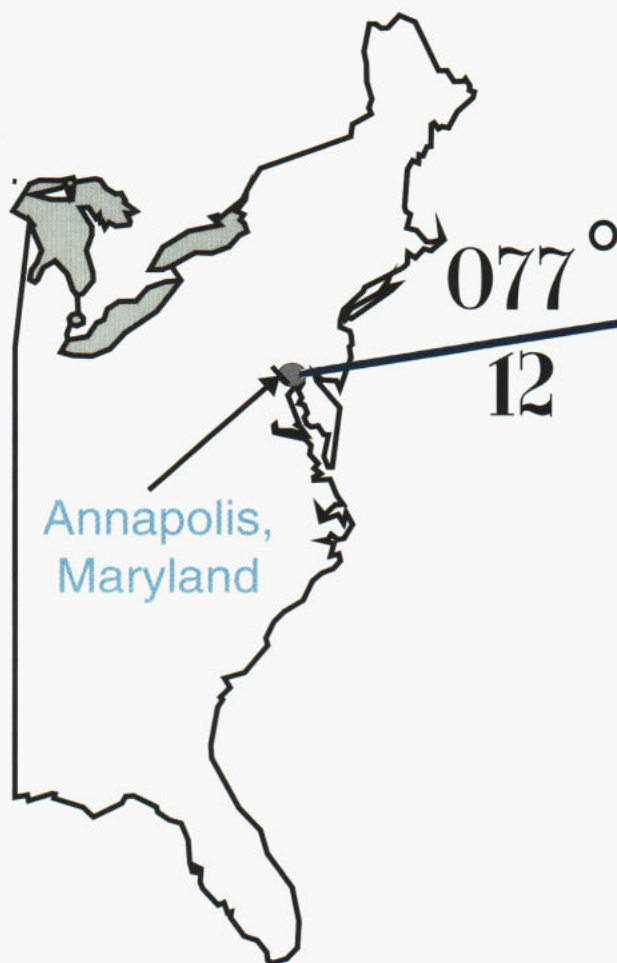
The Rockville, Md., native was one of 30 students chosen from 1,200 finalists nationwide to receive a Rhodes Scholarship.

"It's certainly an honor to be picked as a Rhodes scholar," said Fahey. "I'm looking forward to using the experience I gain at Oxford to serve in the fleet."

While majoring in systems engineering at the Academy, Fahey was ranked at the top of his class and was appointed to the post of Brigade Commander. In that capacity he served as the link between the Academy's administrators and 4,000 midshipmen. He was also responsible for leading mealtime formations and served at the top of the midshipmen chain of command where he ensured the rules of the Academy were enforced.

Those responsibilities coupled with the demanding academics would be more than enough to keep the average midshipman on a tight schedule. However, Fahey wasn't your average midshipman. ... He wanted to do more.

He began working closely with Pat Barrows, the Academy's



➤ As Brigade Commander, Fahey (left) led all mealtime formations.



▼ Fahey maintained an outstanding academic record at the academy where he ranked at the top of his class.



U.K.



Oxford

community service coordinator and started tutoring local elementary school students. He also got involved with the People's Homesteading Group where he and other midshipmen helped rebuild condemned houses in Baltimore.

"Sean is a great organizer," said Barrows. He jumped right in and designed a computer program matching up the names of volunteers with their various skills such as sheet rock workers, plumbers and carpenters."

According to Barrows, Fahey is the type of person who will succeed at whatever he does. She reflected on some of his characteristics.

"Sean is an exceptional human being," she explained. "He's the kind of person who will always give you his undivided at-

a wonderful sense of humor."

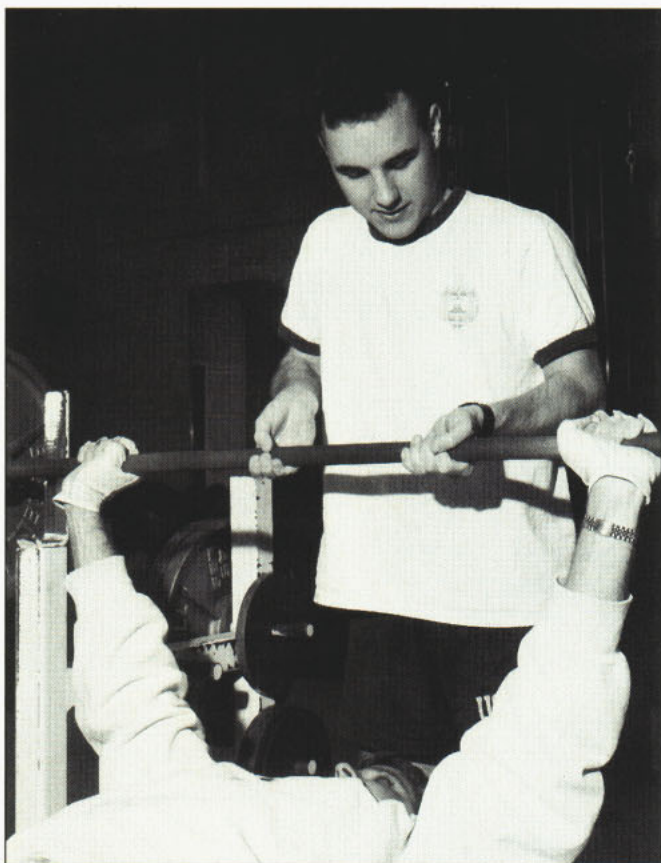
During his two-year stay at Oxford, Fahey will study philosophy, politics and economics. He will then attend nuclear school in Orlando, Fla., and transfer to the submarine force.

"I got hooked on submarines during my sophomore year when I served aboard USS *Sunfish* (SSN 649)," he said. "The thing about submarines that attracted me most was the camaraderie on-board as well as the technical aspects of the job."

Fahey is unsure whether or not he'll remain in the Navy until retirement. Many of his peers and staff members at the academy predict he is destined for greatness.

"We have what you might call a running joke here that I told Sean about," said Barrows. "I said, I don't know where you're going Sean, but when you get there, I want to come and work for you. His response was, 'No, you can come and work with me.'" †

Conner is a staff writer for All Hands.



▲ Fahey spotted a fellow midshipman on the free weights during one of his daily workout routines at the gym.

tention while simultaneously formulating a solution to a problem you might have. He laughs easily and has

From the killing fields of Cambodia to the wheat fields of Minnesota

Sailor reunited with his family

Story by LT H. Nevill and P. Bennett, photos by PH1 Ron Zopfi

He waited more than 10 years, triumphing over loneliness and frustration in an incredible journey that began with his escape from Vietnam at age 14. Now his wait and loneliness are over and his dream realized.

On April 24, 1993, Data Processing Technician 2nd Class Nghy (pronounced nee) Hong was reunited with his father, mother, brother and sister upon their arrival in the United States. He had not seen them since 1982.

Hong, born in Cambodia in 1968, was forced to flee with his family in 1974 when Khmer Rouge forces overran Cambodia's capital city Phnom Penh. Hong has never forgotten the sights and sounds of that battle, although he was only six at the time.

He and his family left behind all they owned and walked from Cambodia to Vietnam. They worked in villages along the way, doing whatever was necessary to survive.

By the time Nghy was 14, Vietnam was firmly held by the communists. Nghy had a dream: to leave Vietnam, settle in a free country (France, Australia or the United States) and bring his family to live with him. His family shared his dream. To them, Vietnam was oppressive — Cambodian refugees were not treated well. As the oldest son, Nghy

was the one who would make the attempt; because his family would not risk the lives of any other members, he had to go alone.

In 1982 his family paid their life savings (in gold) to an underground escape group. He traveled by night to the coast. If caught by Vietnamese officials, he

would have been jailed — regardless of his age.

Nghy and 36 other refugees escaped from Vietnam in a 20-foot-long boat that had to be covered with plastic to keep the waves out because it rode so low in the water. They didn't know their destination — some hoped a passing ship would sight them, others hoped to land in a friendly country. Water was rationed and there was no food. At the end of one week they landed in Thailand.

Here, alone and not yet 15 years old, Nghy was sent to a relocation camp where he remained for eight months. While in the camp he was allowed to contact his aunt in Paris, a cousin in Australia and a cousin living in Minnesota. He would go to the relative who agreed to take him first.

His American cousin





DP2 Nghy Hong (left) is pictured with his parents, younger brother and sister at Naval Satellite Operations Center Detachment Bravo in Rosemount, Minn., where Hong is currently stationed as a satellite controller.

volunteered to sponsor him, and in 1983 he flew to Minneapolis, to settle with him in Montevideo, Minn.

Nghy already spoke Cambodian, French and Chinese, but English was new. He taught himself. Nghy worked several odd jobs, studied for his citizenship and went to school. Still he remembered his goal — to rescue his family. While still in high school, he started the paperwork that would allow his family to enter the United States.

He filed all the paperwork himself — copies of marriage certificates, birth certificates, personal identification, proof of residency. When Nghy did not have the necessary information, he was forced to write to his family to obtain it — a process that could take six months just to turn a letter around.

If Nghy's attempts to relocate his family were successful, he would need funds to fly them to the United States and to support them for six months. To further his education and help him fulfill his goal, he decided to enter the U.S. Navy after graduating from Montevideo High School in 1988.

The next four years were eventful as Hong worked toward his goal. He finished at the top of his seaman appren-

ticeship class, trained on his own to become a data processing technician and worked his way up to petty officer second class. At his present assignment with the Naval Satellite Operations Center at Detachment Bravo in Rosemount, Minn., he stands watch as a satellite controller.

Because of the diplomatic situation in Vietnam, Nghy had to work with the U.S. immigration office representatives in Thailand, where a case file on his request for immigrant status for his family was established.

Each step in the case's evaluation would take three to four months. Correspondence was required at almost every step. Nghy's family was still in Vietnam when immigration officials traveled from Thailand to interview them.

Exchanging letters with his family was often a nightmare for Hong. All letters going in and out of Vietnam were checked for derogatory comments about the government. Those that contained comments perceived as derogatory didn't make it. Letters that contained money for his family also frequently disappeared, apparently confiscated.

Finally, in 1993, all the required pa-

perwork had been obtained and placed in the Hong's U.S. immigration *Orderly Departure Program* file; they had passed their physicals and their names appeared

on the flight register. Nghy had purchased their airline tickets for \$4,000 and filed his "affidavit of support" indicating he would support them financially until they found employment. His dream would finally come true.

The arrival of Hong's family is not the end of the story but rather the beginning of a new chapter. Nghy found housing, enrolled his 13-year-old sister in the local school system and made plans to "ease" his 23-year-old brother and parents into American culture; teaching them English and helping them find employment.

Hong tackled these challenges with the same enthusiasm he does all other tasks. With his 10-year struggle to reunite his family won, he now turns to other goals he has set for himself — among them working on his college degree.

Nghy advises anyone who is trying to bring their family to the United States: "It is a long process, but stick with it. Get help from a Congressman or anyone with experience and stay [in touch with] U.S. Immigration." ‡

Neville and Bennette are assigned to Naval Space Command, Det. Bravo. Zopfi is a naval reservist with NRD Minneapolis.

Southern (Japanese) Hospitality

Story by ENS R.J. Hodges

Pacific fleet sailors have long enjoyed the hospitality of Japan and sailors from the guided-missile frigate USS Reuben James (FFG 57) joined the list of those with sea-stories to tell of Japan after their recent visit to the port city of Kagoshima.

A seaport city on the west coast of a bay with the same name, Kagoshima is renowned for its surrounding natural beauty and nearby active volcano.

Reuben James rode at anchor in the shadow of On-take, the 3,700 foot tall active volcano that almost destroyed the city in 1914.

The port visit gave the crew the chance to enjoy the beautiful local countryside in addition to participating in many cultural activities. While shopping and local nightlife were popular, the crew reached

out to the community in several ways.

Ten members of the crew participated in a home stay program that allowed them to spend the night, and in some cases all three days in port, as guests in local homes. The chance to see the day-to-day life of a Japanese family gave crew members a much deeper insight into Japanese culture than they would have gleaned from sightseeing.

Another 10 crew members participated in a goodwill visit to a local orphanage, where they distributed candy and other small tokens to children ranging in age from two to 18 years old. The afternoon was rewarding for the U.S. sailors and the 75 children.

On the sporting front, the Pearl Harbor-homeported Reuben

James softball team lost a hard-fought, 7-6 decision to a local, undefeated, semi-pro women's fast pitch softball team. Only one American team has ever beaten them.

During the last evening in port, the commanding officer hosted local dignitaries, including members of the chamber of commerce, the international exchange program and the Japan-America club. The dinner was a way to reciprocate for some of the tremendous hospitality of which they had been the recipients.

As Reuben James departed on her final morning, her sailors looked back fondly on their visit to southern Japan, even as they looked forward to the next challenge awaiting them. †

Hodges is the public affairs officer, USS Reuben James (FFG 57).



Photo by ENS Victor Barrios

▲ (L-R)AW1 David Kennedy, LT Mark Manfredi, ENS Victor Barrios, LCDR Stephen Jordon, LCDR Jeff Springer, LT Erik Frederick and ENS John Martinez enjoy the local bath.



Photo by LT John Barnocky

➤ Fore! TM2(SW) Simon Sarpy beats the high price of golf in Japan.



▲ YN3 Torres, RM1(SW) Smith and EN2 Afoa take time out for the Kagoshima orphanage.

◀ East meets west as Reuben James lies at anchor at the foot of the volcano On-take.

Photo by LT John Barnocky



Master-at-arms

The master-at-arms (MAA) rating is by no means a modern innovation. Naval records show that these “sheriffs of the sea” were keeping order as early as the



reign of Charles I of England. At that time, they were charged with keeping the swords, pistols, carbines and muskets in good working order as well as ensuring that the bandoliers were filled with fresh powder before combat.

Besides being chiefs of police at sea, the sea corporals, as they were called in the British Navy, had to be qualified in close-order fighting under arms and able to train seamen in hand-to-hand combat. In the days of sail, the MAAs were truly “masters at arms.” MAAs in the U.S. Navy can trace the beginning of their rate to the Union Navy of the Civil War.

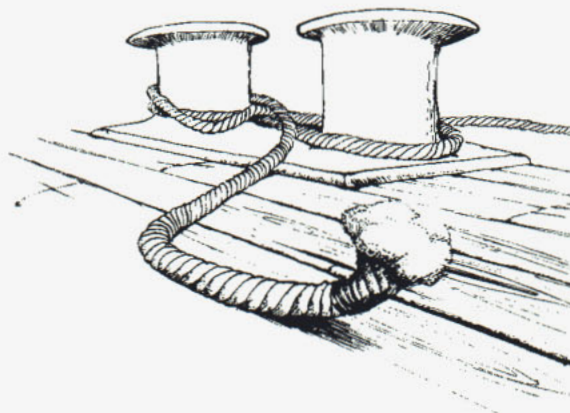
Ditty bags

Ditty bag (or box) was originally called “ditto bag” because it contained at least two of everything: two needles, two spools of thread, two buttons, etc. With the passing of years, the “ditto” was dropped in favor of “ditty” and remains so today.

Before World War I, the Navy issued ditty boxes made of wood and styled after foot lockers. These carried the personal gear and some clothes of the sailor.

Today, the ditty bag is still issued to recruits and contains a sewing kit, toiletry articles and personal items, such as writing paper and pens.

Bitter end



As any able-bodied seaman can tell you, a turn of a line around a bitt — those wooden or iron posts sticking through a ship's deck — is called a bitt. Thus, the last of the line secured to the bitts is known as the bitter end. Nautical usage has somewhat expanded the original definition in that today the end of any line, secured to bitts or not, is called a bitter end.

The landlubbing phrases “stick to the bitter end” and “faithful to the bitter end” are derivations of the nautical term and refer to anyone who insists on adhering to a course of action without regard to consequences.

Bearings



SASEBO'S LONE SAILOR

There's a yacht drydocked at U.S. Fleet Activities Sasebo, Japan, undergoing repairs. It's the 33-foot cutter *Gold Star*, and her skipper, retired Navy Chief Patternmaker Davis S. Small, is taking a break from sailing her around the world ... solo.

Small brought *Gold Star* into Sasebo a year ago from the Philippines, for a reunion with his ex-wife Nobuko and daughter, Teruko. It was the first time the 50-year-old Small had seen his daughter in eight years, but not the first time he'd seen this northwestern Kyushu base for six forward-deployed Navy ships.

Small, of Wilmette, Ill., was stationed there for six years on a repair ship, one of many he served on in a 20-year career from 1961 to 1981 that included a tour in Vietnam.

When the trim, soft-spoken Small retired, he still wanted to sail. "While I was in the Navy, I enjoyed traveling and the outdoors," he said. During his career, he gained qualifications in seamanship and navigation and learned the ancient and delicate art of handling a sailing vessel.

In 1987, he had *Gold Star* built in Falmouth, England, and quit his job on a research vessel. He's been sailing around the world ever since.

"This odyssey has not been expensive," Small said. "The Navy provided me with retirement income. It's not a whole lot, but if a person has no habits like drinking or smoking, you can live. My real interest is travel." Small added that in many ports, he's had overwhelmingly friendly receptions. South Africans plied him with food, drink and newspapers. In Ireland, boats sailed out to meet him.

He enjoyed Malaysia as well.

In Sasebo, however, the tanned, bearded Small had someone more special awaiting him, his daughter, Teruko.

been on the water," Small said. Rather, it's been when *Gold Star* is in port, and Small has to provision and repair his cutter. That's because salesmen and



She wasn't expecting him, but Small had her address. When he went into town to find her, he found a lot of new buildings. "I was helped by passers by," Small said. Small found his family at home, watching the Japanese Crown Prince's wedding. It was a happy reunion.

"Teruko's amazing," Small said. "She's like a movie star. We got along great."

Small also found Sasebo nicer than when he was stationed there 16 years ago. "It's in the people," he explained. "There's a vitality and happiness here. In the old Navy there was an attitude of confrontation and challenge. The base is wonderful. It's like I've come home."

"The hard part of this voyage has not

Retired PMC David Small inspects the mast of his cutter, the *Gold Star*, undergoing repairs at U.S. Fleet Activities, Sasebo, Japan. Small has been sailing the craft solo on an around-the-world cruise that began four years ago.

mechanics, not Small, have control over these events.

"The ocean is the last frontier that has not been developed or changed. You test your skill against those who have done the same hundreds of years before. Nature will prevail." ♪

Story and photo by JO2 David Lipman, assigned to the Far East Network; Sasebo, Japan.

Bearings

P-3 crew gives turtles a safe haven

A P-3C *Orion* crew from Patrol Squadron (VP) 26 Naval Air Station, Brunswick, Maine, recently

Bob King, Rehabilitation Specialist for Marineland of Florida, said the Loggerheads would be released in the ocean



helped biologists save eight endangered sea turtles found stranded near Cape Cod, Mass. The aviators transported six Loggerhead turtles and two Kemps-Ridley turtles from the New England Aquarium in Boston to Naval Air Station, Jacksonville, Fla.

Sailors from VP 16 in Jacksonville met and unloaded the turtles, which were transported to Marineland, south of St. Augustine, Fla., for evaluation and eventual release.

VP 16's LT Mike Cheri said the Environmental Air Force (EAF), a non-profit firm specializing in transporting endangered or injured animals, but turned to the Navy because they have no large aircraft with adequate climate-control for this the task.

CDR Andy Andersen, VP 16 commanding officer, pets a Loggerhead turtle who arrived via P-3 at NAS Jacksonville, Fla. The turtle, along with five other Loggerheads and two Kemps-Ridleys, was transported to NAS Jacksonville before being treated and released.

south of Crescent Beach, Fla. The Kemps-Ridley specimens will be released in an area near Cocoa Beach, Fla. †

Story by S. Lee Johnston, editor of the Jax Air News, photo by PH1 Thomas Daily, assigned to VP 16.

Marines find missing child

Marines from 2nd Platoon Marine Corps Security Force Co., Bangor, Wash., recently helped locate a 7-year-old autistic boy who had been missing nearly 24 hours. Travis Ives had wandered away from home at approximately 3 p.m. Tuesday, April 5, wearing only sweatpants and tennis shoes.



Seven-year-old Travis Ives.

More than 250 Marines and Sailors, search and rescue (SAR) teams and civilian volunteers participated in the four square-mile search. The biggest problem facing searchers was that Travis wouldn't be able to communicate with them. "Travis can only grunt and laugh," said his aunt, Pat Medina.

LCpl Keith P. Ballor, 23, a Detroit, Mich., native, found Travis at 2:10 p.m. Wednesday, April 6, three-tenths of a mile south of his home. "He was lying out in the open on a couple of logs," Ballor said.

When Travis was found, his physical condition was checked by the Marines who then carried him out of the woods on a makeshift stretcher to the cheers of family, friends and searchers. He was treated at Harrison Hospital for hypothermia, minor cuts and scratches and released hours later. †

Story by JO2 Kathy Parmelee, assigned to Naval Submarine Base, Bangor, Wash.



Corpsman saves family from blaze

Hospital Corpsman 3rd Class Patrick Myers, of National Naval Medical Center, Bethesda, Md., was relaxing after his night shift as a volunteer paramedic in Brunswick, Md., when he heard the fire call.

After arriving on the scene and calling 911, Myers was met by a thick wall of smoke and intense heat at the top of the stairs.

"I kicked in the apartment door, ran to the back bedroom, grabbed the baby out of the crib and told everybody else to follow me out. I ran over to the ambulance, and handed the baby and the three children to the ambulance attendant to have them checked out. I turned and saw the back bedroom engulfed in flames. This was less than two minutes after I got them out," said Myers.

"I want to thank Patrick for getting us all out. I'm still thinking about it. I don't believe it," said Angelica Corbin. "We went to bed one night and the next day our whole world had changed." ±



HM3 Patrick Myers cradles 3-month-old Amanda Beachley, whom he rescued from a house fire recently.

Story and photo by Teal Ferguson, assigned to National Naval Medical Center, Bethesda, Md.

GW sailors help Ponce school children

Police escorts and autograph signings are usually associated with society's elite. That's why it might have seemed a little disorienting to 17 USS *George Washington* (CVN 73) sailors when they were driven, by police escort, to the Dr. Jose C. Barbosa School in Ponce, Puerto Rico, and then promptly mobbed by 400 enthusiastic kindergarten and elementary school children.

The sailors visited Barbosa to participate in a clean-up and painting project coordinated by Chaplain (LCDR) William Lesak, GW's Catholic priest, and Barbosa teachers and administrators. During the project, a special education and social studies classroom was painted, the grounds around the school were landscaped and cleaned and a

friendship was formed between the school's staff, children and sailors.

"It's good to give something to a community that hasn't seen the Navy in a long time," said Aviation Boatswain's Mate (Aircraft Handling) 2nd Class Charles Ardinger, alluding to the fact that GW's visit was the first carrier port call for the southern Puerto Rican city in at least 10 years.

"When we first entered the school, the reception was so loud we couldn't

hear ourselves talk," said Aviation Structural Mechanic (Structures) 2nd Class Johnny Garcia, who served as a volunteer and interpreter. "I've never signed so many autographs in my life, but it was a mutual exchange as well."

The first part of the project was spent as a get-to-know session. Sailors talked

about their jobs and their ship, as well as posed for pictures with the school's 400 children. After about an hour of introductions, however, it was time to do what they came to do: improve the 50-year-old school's physical environment.

The clean-up crew split into two teams – one to tackle trash outside the school and one to paint two 25-by-30 foot classrooms within. This wasn't glamorous work, but rewarding, nonetheless.

"Being part of the project caused me to look forward to my kids going to school," said Storekeeper 2nd Class Jeremy Robinson. "I wanted to get in the state of mind of volunteering so I can set a good example for my children. Every time you perform work, you don't always have to do it for money." ±

Story by JO2 Thomas Gelsanliter and photo by PH1 Jeffrey Landenberger. Both are assigned to USS George Washington (CVN 73).



With bag in hand, ABH2 Charles Ardinger collects trash at the Dr. Jose C. Barbosa School in Ponce, Puerto Rico. Ardinger said about 30 barrels of trash were picked up in half a day's work.

Shipmates



Aviation Electronics Technician Airman George C. Walters Jr. was recently selected as Bluejacket of the Quarter aboard USS *Theodore Roosevelt* (CVN 71). Walters, who hails from Nashville, Tenn., is assigned to the calibration lab in the aviation intermediate maintenance department, and was praised for his willingness to work hard and take on tough assignments.



Fire Controlman 1st Class Milton A. Roberts has been selected as the Sailor of the Year for the Port Hueneme division, Naval Surface Warfare Center. In addition to his superb performance as LPO of Tartar systems department, the Queens, N.Y., native is leader of the command auxiliary security force and an assistant master-at-arms.



Chief Aviation Electronics Technician Thaddeus A. Judson Jr. was recognized as Counselor of the Year for service in the Alcohol Rehabilitation Department of Naval Hospital, Okinawa, Japan. The award cited the Reading, Pa., native's selfless devotion to counseling, superb care for patients, his search for excellence and his community support as contributors to his sterling performance.



Hospital Corpsman 2nd Class James Ortiz recently received the Navy and Marine Corps Medal, the highest award given for heroism during peace time, for risking his life rescuing three children and their baby sitter from their gas-filled home. The Jersey City, N.J., native is assigned to the National Naval Medical Center, Bethesda, Md.



Cheryl Bryant earned a Special Act Award for her work with the Naval Supply Systems Command, Arlington, Va. The Newport News, Va., native, who is Nav-Sup's case manager for El Salvador, procured a contract for logistics support of coastal patrol craft acquired by El Salvador. With the contract awarded ahead of schedule, the contractor was able to join in on-site Navy logistics team surveys.



Intelligence Specialist 1st Class Terry K. Bacon, an intelligence analyst for Fleet Surveillance Support Command, Chesapeake, Va., earned the Counterdrug Division award from the American Defense Preparedness Association. The St. Louis native spent weeks gathering data on the relocatable-over-the-horizon radar (ROTHR), validating it as a tool in the war against drugs.

ALL HANDS

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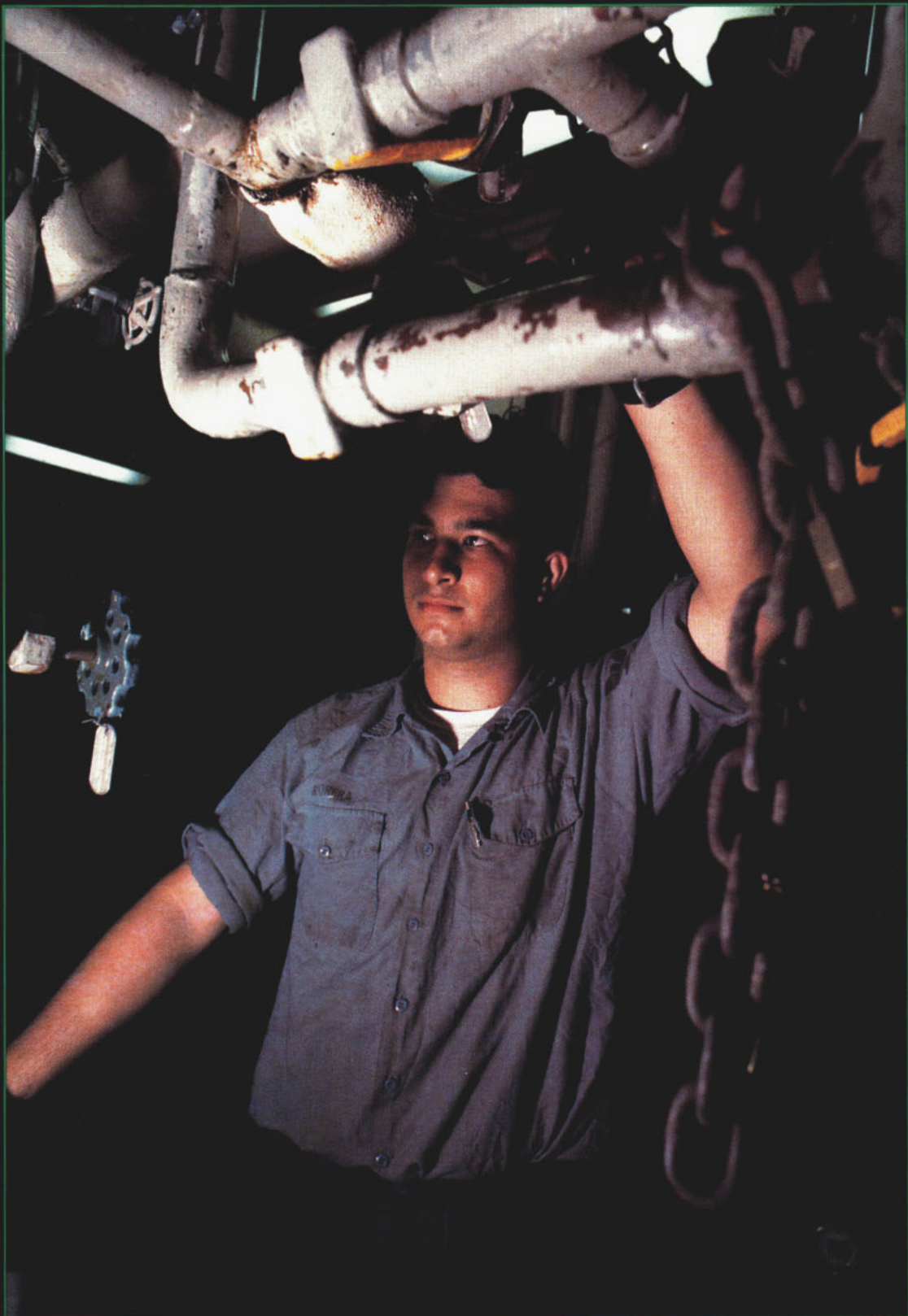
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August 1994

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|-----------|--|---|---|---|--|--|
| | 1 Boards convening: AEP and Res Aviation CDR CMD | 2 Marines land in Korea (1950) | 3 USS <i>Nautilus</i> (SSN 571) first ship to North Pole (1958) First woman naval officer, Mildred H. McAfee (1942) | 4 Navy Medical Service Corps established (1947) | 5 Beginning of "mod- ern Navy;" first steel warships authorized (1882) | 6 Commissioning: USS <i>Heron</i> (MHC 52) First atomic bomb dropped, Hiroshima, Japan (1945) |
| 7 | 8 Board convening: NavRes O-3 Line | 9 | 10 U.S. flag nicknamed "Old Glory" (1831) Board convening: Stockdale Award | 11 | 12 | 13 Commissioning: USS <i>Stout</i> (DDG 55) |
| 14 | 15 Boards convening: DC DUINS, Active O-3 MC/DC/NC/SC/ MSC/JAG/CEC/CHC/ STF LDO | 16 | 17 Navy first hydrofoil patrol craft, <i>High Point</i> , launched in Seattle (1962) | 18 | 19 Naval Reserve Force established (1916) | 20 Decommissioning: USS <i>Saratoga</i> (CV 60) |
| 21 | 22 Naval Dental Corps established (1912) Board convening: Op Sys Tech Subspec | 23 | 24 First electrically- propelled Navy ship (1912) | 25 Initial activation of 19,423 Naval Reserv- ists for the Gulf War (1990) | 26 Frigate <i>Potomac</i> is the first U.S. warship to make an easterly circumnavigation of the earth (1831) | 27 |
| 28 | 29 Marine Corps Reserve established (1916) Naval Air Reserve created (1916) Board convening: NavRes CWO3/04 | 30 | 31 Decommissioning: USS <i>Guadalcanal</i> (LPH 7) Fitness Reports: Active and TAR O-5 | Blue Angels Schedule Aug. 6 - 7 Seattle, Wash. Aug. 13 - 14 Abbotsford, British Columbia Aug. 19 - 21 NAS Miramar, Calif. Aug. 27 - 28 Chicago, Ill. | | |



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